

APR 17 '33

ATLANTIC FISHERMAN

VOL. XIV

Registered U. S. Patent Office
APRIL, 1933

NO. 3

Fishermen know Rope



And when a fisherman buys the same brand of rope over and over, it is a recognized proof of satisfactory service.

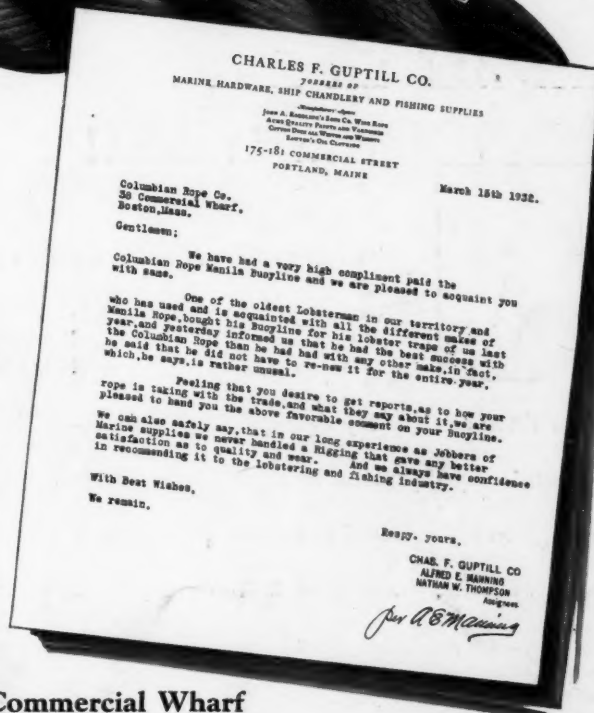
There are few better proving grounds for rope than the sea. Although it is unusual, in most waters, for the ordinary Buoy Line to last through a single season—read the letter and notice the service received from Columbian Buoy Line.

This is another example of the quality and service built into all Columbian Cordage. It pays us to make the best rope and twine that is humanly possible and it pays fishermen to use Columbian products. There is not a Buoy Line on the market that will give the service and satisfaction of Columbian Copperized Buoy Line.

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PURE MANILA



Bigger Catches...now that he steers by ear!

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Two-way communication between you and your captains at sea provides for an exchange of information invaluable in directing your fleet where the run is best.

Western Electric Marine Radio Telephone makes possible this close contact wherever there are suitably equipped land stations—such as the one now in operation at Boston. This equipment is equally valuable in operating harborcraft, tug-boats and ferries. Instructions may be instantly given and received in fair weather or foul. The fact that Marine Radio Telephone is a product of Western Electric—makers of Bell Telephones—is your assurance of dependable operation and high quality sound transmission. Send the coupon today for new bulletin giving full information.

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MARINE RADIO

TELEPHONE EQUIPMENT

MADE BY THE MAKERS OF BELL TELEPHONES

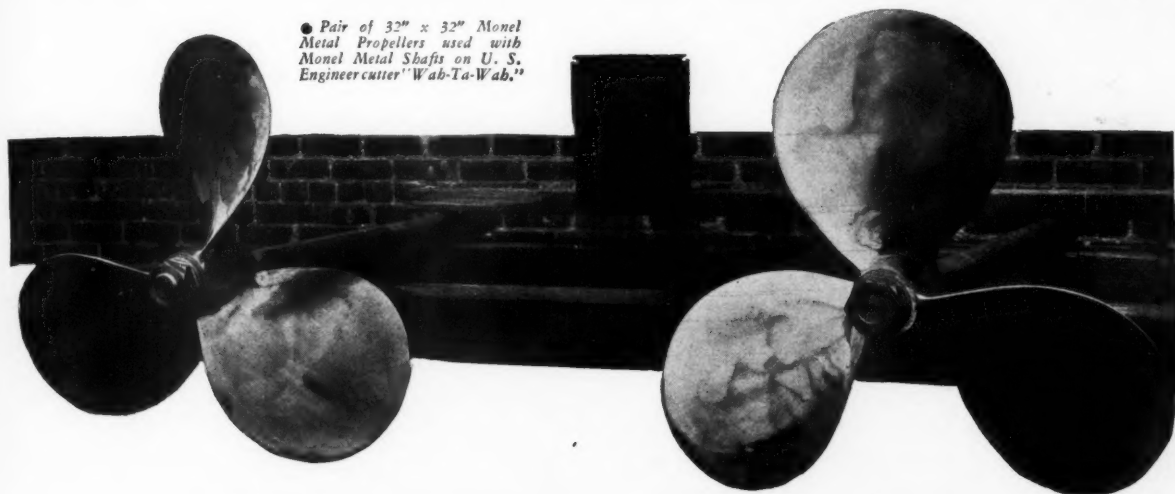
WESTERN ELECTRIC CO.,
Dept. AF4, 195 Broadway, New York
Gentlemen: Please send new bulletin describing Western Electric Marine Radio Telephone.

NAME.....

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CITY..... STATE.....

● Pair of 32" x 32" Monel Metal Propellers used with Monel Metal Shafts on U. S. Engineer cutter "Wah-Ta-Wah."



★ HERE'S PROOF ★

THAT MONEL METAL PROPELLERS CAN "TAKE IT"

GOING to buy a new propeller for your boat this season? Then here's some information that may save you a lot of time and catalog thumbing.

Nearly two years ago, the U. S. Engineer cutter "Wah-Ta-Wah" was equipped with a pair of Monel Metal propellers. A recent inspection revealed these wheels to be in excellent condition after 18 months of constantly bucking the currents and driftwood of New York Harbor. When the "Wah-Ta-Wah" was previously equipped with less rigid wheels, she had to be hauled out about every six weeks for propeller repairs or replacements. Since it's a pretty costly job to dry-dock this vessel every time a propeller "goes haywire," the use of Monel Metal wheels has saved real money, and has enabled the U. S. Engineers to keep the ship constantly on duty.

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And just think... Monel Metal propellers give you all this for much less than the total cost of maintaining propellers which lack their durability, corrosion-resistance and smooth performance. For further information, just write.



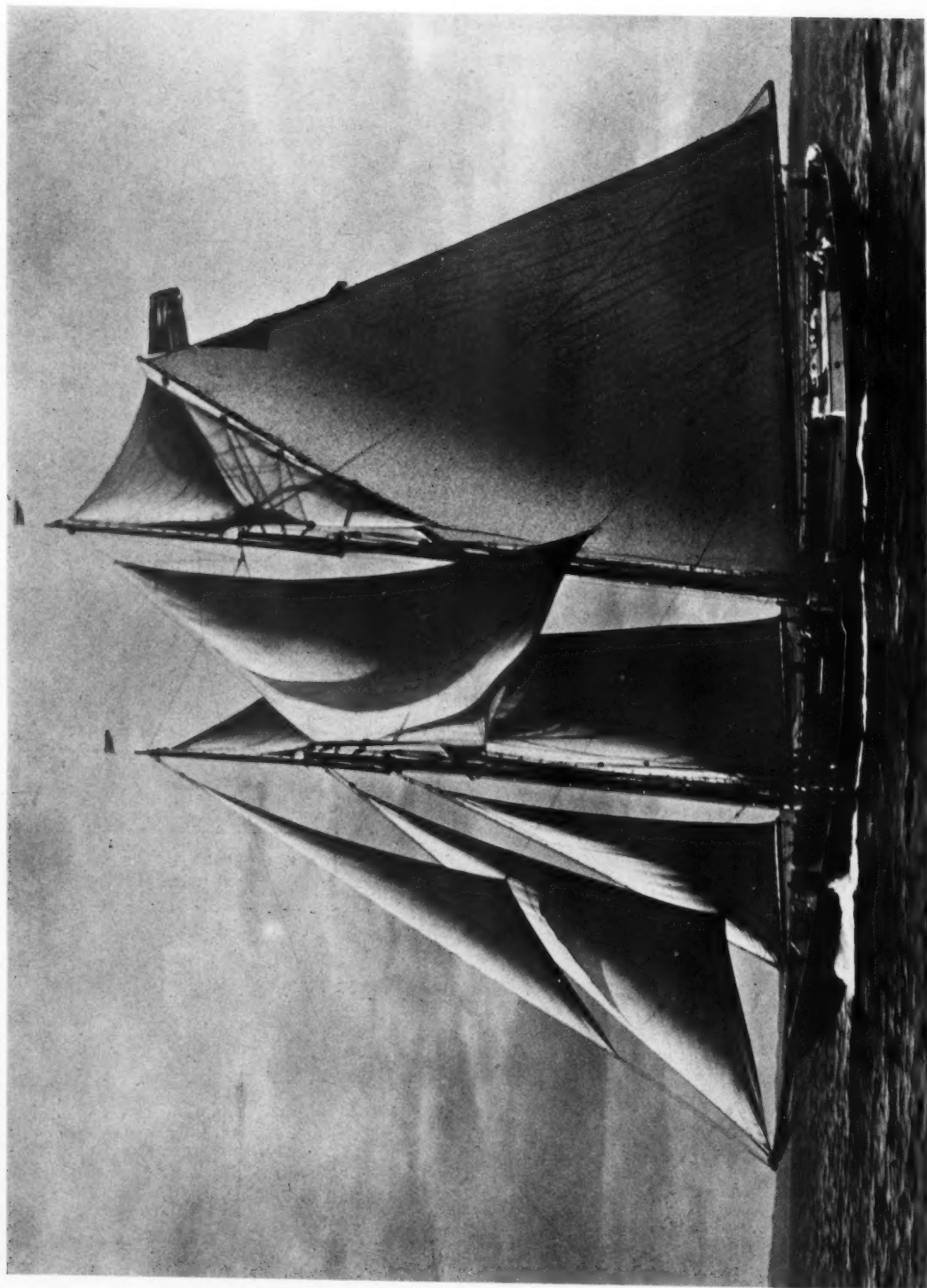
● The 84 ft. cutter "Wah-Ta-Wah." This boat operates in New York Harbor and has a cruising speed of 12 m.p.h. She is equipped with Monel Metal propellers and shafts for delivering the power of her Murray & Tregurtha engines.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York, N. Y.

Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.



● If you want your Monel Metal Propeller to give its best performance, put it behind a Monel Metal Shaft. Tough, rigid, durable, corrosion-resisting, Monel Metal Shafts come in all stock sizes and can be obtained through your boatyard.



The "Gertrude L. Thebaud" of Gloucester looks forward to taking the delegates of the fishing industry to Washington to call the attention of the Nation to the needs of the fishermen.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

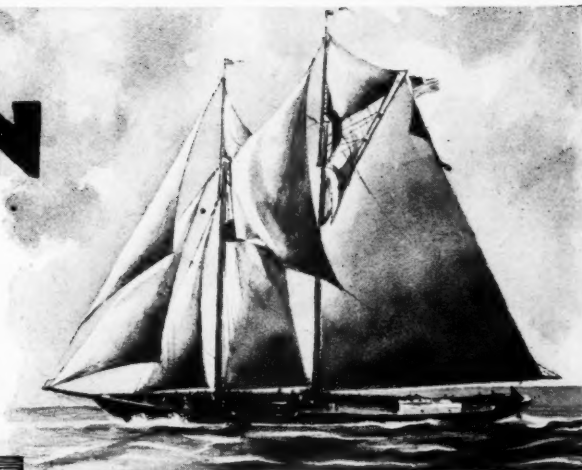
ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, Publisher and Editor

10 cents a copy \$1.00 a year In Canada \$1.50

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Member Audit Bureau of Circulations.



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MacInnis Diagnoses Condition of Industry

Gloucester Endorses McCormack Bill and Minimum Price

A REPRESENTATIVE group of those interested in the fishing industry met in Gloucester on April 5, at the Gloucester Master Mariners' Association rooms and listened earnestly to a very clear, concise and frank diagnosis of the condition of the industry, and its allied interests, by Hon. William J. MacInnis, former Mayor of the city, and one who has given much time and thought to the situation.

A committee representing the producers of the Gloucester fishing industry had previously appeared before the Municipal Council asking an appropriation for a program to be undertaken for obtaining assistance from the Federal Government. This committee, composed of Capt. Ben Pine, Nathan B. MacLoud, Everett R. Jodrey, Lawrence C. McEwen, Capt. William Nickerson and Capt. Henry Curtis, pointed out that the Federal Government had aided railroads, farmers, banking and other industries, and that they saw no reason why Federal aid should not be given the oldest, and a basic industry, the producing of fish. The establishing of a minimum price was also urged during this hearing.

Previous to that, Representative McCormack of Massachusetts had introduced a bill to enable the fishing industry to obtain loans from the Reconstruction Finance Corporation. Representative McCormack said justice demanded that Federal assistance now being given to other industries be made available to the fishermen as well. Efforts to get separate action on the McCormack bill were merged in an attempt to get the resolution embodied in the relief bill which Senator Wagner of New York, will introduce in the Senate. Fishing interests in New England are backing the movement to have this aid added to the Wagner bill; and should it be inserted there, McCormack will support it in the House Banking and Currency Committee.

At the general meeting in Gloucester on April 5, low prices of other food products, and unfair competition with countries whose currency is far below that of the United States, were among the reasons advanced as the cause of the present difficulty of the fishing industry, and it was suggested by Mr. MacInnis that the gathering go on record as approving Congressman McCormack's action to include the fisheries as one of those industries to be financially assisted through loans by

the Government, and that the meeting recommend to the Government the establishment of a minimum price for fish.

Everyone present approved these measures, and many spoke in favor of sending the *Gertrude L. Thebaud* to Washington with a delegation to call the attention of the nation to the needs of the fishermen.



Hon. William J. MacInnis

Mr. MacInnis had sent letters to Senator David I. Walsh and Congressman A. Piatt Andrew to the effect that the industry had been hard hit for the past two years, and that the Reconstruction Finance Corporation seemed to offer no aid to the industry. Both these solons ruled that there was no provision in the bill that would apply to Gloucester's case.

After the amendment had come before Congress which provided direct relief to the farmers through district loaning companies, it seemed to the local committee that the same type of aid might be brought to the fisheries; and they went to Carl P. Dennett, Chairman of the Banking and Industrial Committee of the first federal reserve district of Boston, presented the actual state of affairs, and recommended a feasible plan whereby long term credit could be extended to the vessel owners that they might be enabled to pay the supply dealers who in turn could then pay their loans in the banks.

No satisfaction was obtained until finally Representative McCormack championed the cause of the fishermen; and this is one of the reasons why a delegation wants to go to Washington to present their case to Congress, and to assure the success of the work of Representative McCormack and Senator Wagner.

Speaking of prices, Mr. MacInnis said: "If the equalization bill becomes law, and the farm products are boosted through Government assistance in assuming the burden of the surplus, the price of fish is apt to be carried upward with the increase."

Among others who spoke were: Thomas J. Carroll who promised his aid; Mr. MacLoud, the "shore skipper"; Tom Horgan, advocating the trip to Washington be made aboard the *Thebaud*; and Mr. Jodrey who had just returned from a Southern trip, and stated that the fishing interests of Virginia were ready to have a fleet of vessels meet the *Thebaud* at Hampton Roads and escort the racer to the Capitol.

Net Preservatives

Recommendations by W. T. Conn,
Technologist, Bureau of Fisheries

INVESTMENT in American fish nets amounts to about \$16,000,000, or approximately 20 per cent of the annual value of fish to the fishermen. Depreciation of these nets varies widely according to class and service. Replacement of some nets may be necessary within a few weeks, while heavy gear fished in favorable water may last several seasons. It is estimated that the annual cost of this depreciation to the fishing industry is around \$7,000,000, for the webbing alone. This amount would probably be doubled if costs were figured on the value of the completed net.

For several years, the Bureau of Fisheries has been investigating the causes for the deterioration of fishing nets and devising preservatives and means for extending their useful life. With assistance from commercial fishermen and manufacturing concerns, work has been carried on in fishing waters from Maine to Florida, upon the Great Lakes, in the Mississippi Valley, and in Pacific waters.

Reports from commercial fisheries during 1932 indicate that the adoption of certain recommendations of this bureau for prolonging the life of nets has resulted in very material savings to fishermen. Application of other preservative principles should further reduce losses, and ultimately be of considerable public benefit.

For general consideration of preservation, nets may be divided into heavy gear comprising traps, pounds, fykes, and seines, and light gear comprising gill and trammel nets. The difference in the destructive forces to which the two classes of gear are subjected requires radically different protective principles.

Recommended Preservation for Heavy Nets

The following recommendations are made at this time for the preservation of heavy nets:

(1) A material increase in service may be obtained by degumming (thorough cleansing) twine before tarring. A satisfactory solution for this purpose may be prepared in the following proportions:

	Pounds
Pure white soap	8
Washing soda	48
Water (100 gallons)	833

(2) A further increase in service may be obtained by chemically treating degummed stock by dyeing or cutting processes.

(3) Coal tar within the following specification should be secured and applied to thoroughly dried webbing:

Specific gravity at 25° C. (77° F.)	1.10-1.14
Specific viscosity at 40° C. (104° F.) (Engler)	18-25
Total distillation by weight	
to 170° C. (338° F.)	Not more than 7%
270° C. (518° F.)	Not more than 32%
300° C. (572° F.)	Not more than 42%
Bitumen soluble in carbon bisulphide	Over 90%
Tar acids	Not less than 6%
Water	Not over 2%

For tests of coal tar, the current methods of the American Association of State Highway Officials is considered as standard.

A list of producers of coal tar within the above specifications will be supplied upon request to the Bureau of Fisheries.

Coal tar or other preservative should be applied for 3 minutes at a temperature between 180° F. and 220° F., preferably in a water jacketed or steam heated kettle. Details of the application of preservatives are contained in Fisheries Economic Circular No. 74. This specification tar if applied as directed, penetrates the twine thoroughly without excess cover and produces a webbing about 15 per cent lighter than that impregnated with ordinary tar.

If for any reason, it is necessary or desirable to use a thinner

for tar, it is recommended that water gas tar oil with a viscosity less than 2.00 at 40° C. (Engler) be used.

(4) Reduction of growths may be obtained by replacing about 20% of the coal tar by neutral high grade copper oleate. In using this chemical it is advisable to also use an antioxidant. For the latter purpose, oil soluble antioxidant No. 10 made by the R. K. Vanderbilt Company, East Norwalk, Conn., is recommended. 2½ pounds of this antioxidant are sufficient for dissolving in 100 gallons of the tar-copper oleate mixture.

(5) When any gear is removed from the water, it should be thoroughly cleaned from slimes, etc., before being stored even for short periods. If stored for several days, it should be loosely suspended in dry, well ventilated shade.

Research Concerning Preservation of Light Gear

When this phase of the research was applied to gill nets, it was gratifying to find that cooperating commercial fishermen had already adopted improved practice. This bureau has previously recommended washing gill nets with lime water (about 1½ pounds slack lime in 12 gallons water). This practice has been adopted by many fishermen and observation of commercial nets indicates that where nets are so washed immediately after fish are removed from the webbing, no odor remains and the webbing has increased life. Further tests have been made upon the effect of exposing nets to direct sunshine and the avoidance of this can not be over-emphasized. At this time, the use of preservatives upon light nets appears to be a minor factor in extending their useful life.

Recommended Preservation of Light Nets

For light gear, the essential preservative principles appear to be:

(1) Thorough cleansing of the net after each fishing operation.

(2) Proper drying and storage.

After fish are removed from the net, plenty of lime water should be thrown over the webbing, which should then be rinsed with clear water. Clean water, either salt or fresh, may be used for these purposes.

Direct sunshine will not damage a wet net but will rot one that is dry. It is recommended that nets be dried in shade.

When nets are stored even for short periods, they should be loosely suspended under a dry well ventilated shelter.

A foul wet net, piled up under a tight cover, may be quickly ruined by bacteria and mildew. This has caused serious losses to fishermen, especially in warm weather.

No known preservative will protect nets against damage from lack of cleanliness or careless storage.

Packaged Fish

ACCORDING to the Commerce Department's Bureau of Fisheries, 170 firms in 1932 were engaged in producing packaged fish for the wholesale trade.

The principal species comprising the 1932 production, were: haddock, 33,401,425 pounds, valued at \$3,356,535; cod, 7,765,693 pounds, valued at \$856,584; hake, 1,927,759 pounds, valued at \$194,044; blue pike, 1,892,040 pounds, valued at \$355,958; flounders, 1,687,398 pounds, valued at \$266,497; and yellow perch, 1,581,338 pounds, valued at \$273,814.

Flounders and yellow perch were the only species of major importance to show an increase over the preceding year. Of the total production 48,228,247 pounds were fillets.

Massachusetts and Connecticut contributed the greatest share of the output, the production in these two States amounting to 40,590,055 pounds, valued at \$4,063,821. New York was next in importance with a production of 5,561,958 pounds, valued at \$708,356.

Standardization

Virginia Sea Foods to be Graded— Then Advertised

By Sandusky Curtis

AT a joint session of the Virginia Commission of Fisheries with Governor Pollard in Richmond on March 27, tentative plans were laid for pursuing an advertising campaign for the state's sea food industry—especially oysters—as suggested by Ashton Dovell of Williamsburg.

Plans to standardize Virginia sea foods were developed, and these plans provide for the establishment of standard grades according to class, species, quality and condition.

The first grades to be established are for salt water fish—shad, trout, croakers, spot and butter fish; and brine or salt cured salt water fish—herring.

Officials of the U. S. Bureau of Fisheries and U. S. Bureau of Agricultural Economics, representative fishermen, packers and wholesale and retail dealers in Eastern cities have been consulted, and it is expected that the voluntary inspection on the basis of definite grades will be started the coming season on the different species of fish mentioned above.

At the joint meeting, all agreed that the first step in the campaign would be to establish beyond doubt the healthful condition of the Virginia products, and set up standards for the products.

Spring Season Opens to a Good Start

Spring fishing is in full swing in Chesapeake Bay and off the Virginia Capes where the trawlers are adding to the large numbers of fish that are being brought to local markets by the pound fishermen. While the prices are not as high as those in the seafood industry would like to see them, thousands are employed in fishing and oystering in a radius of a comparatively few miles.

In Virginia, as in North Carolina, the early appearance of the shad proved a boon, as that popular fish added to the sales receipts of the fishermen. A good line of oysters gave rise to an unusually large local consumption and heavy out-of-town shipments.

With trawlers landing large numbers of barrels in Norfolk, Hampton, Phoebus and Portsmouth, and the bay boats coming into the same ports, there have been many busy days since the Spring activities began.

As an evidence of the interest in the forthcoming season there has been the pre-season sale of supplies. This gave local shipyards and supply houses some business.

Virginia Coast a Fine Fishing Center

Surveys of the fishing grounds off the Capes by Government experts point to this as one of the fish centers of the nation. It has been found that the Virginia coast is the home of at least eight kinds of market fish during the Winter months, thus assuring a wide variety of sales appeal. The closeness of the Gulf Stream to the state's waters is attributed with having much to do with the warmth that is attracting the fish. The fine feeding conditions in nearby waters is also mentioned as one of the reasons for the fish coming into coastal waters.

Frank E. Firth, who has played an important part in the investigation, names porgies, sea bass, croakers, weakfish, hake, bluefish and kingfish as among the fish that make their Winter home in this section, with the shad and the spot as the Spring and Summer fish that attract many fishermen to Norfolk and vicinity.

Tags have been placed on 600 porgies by Mr. Firth and \$1 in cash will be given to persons recovering these fish from near-by waters. This is done to check the movement of the fish. A watch is being kept for the "silver" fish by the poundsmen off Buckroe Beach and in Chesapeake Bay.

Opening Date of Trot-Line Season Settled

Trot-line crabbers were up in arms following the discovery that a joker was slipped into the crab laws during the last session of the Legislature which prohibits the taking of crabs by trot-line between December 1, and April 15.

The existence of this law was discovered recently by an oyster inspector. Trot line men were already preparing their rigs for crabbing, some were actually at work and were stopped by inspectors. Petitions were drawn up asking the Commission of Fisheries to take immediate action, and shortly afterward the law was held unconstitutional by Attorney General John R. Saunders, of Richmond. This action by the Attorney General indicated that the season would be opened in Virginia on April 1, instead of April 15 as had been planned.

Ask Exemption from 30-Hour Week

Exemption of the seafood industry from the pending bill to limit industrial labor to 30 hours a week by restrictions on interstate commerce was asked by Commissioner of Fisheries Richard Armstrong, in a telegram sent to Senator Harry Flood Byrd and Representative S. Otis Bland.

The action was taken after a meeting called for a hearing on a petition by crabbers.

They asserted the 30-hour week limitation would ruin the industry, and pointed out that the weather conditions and "runs" of various types of fish and crustaceans govern the number of hours which must be spent at work.

Grading Will Increase Demand

By Paul Titlow

PACKERS of herring in Mathews County, Va., are about ready for the expected run of fish and will begin packing as soon as the supply is sufficient to keep the plant running. Among the principal packers are the Great Atlantic and Pacific Tea Co., J. Newton Foster and Elwood E. Callis, Grimstead; B. A. Griffin & Co. and Standard Products Co., at Ocran; Kilmarnock Packing Co., at Kilmarnock; Thomas and Palmer, at Ditchley; P. L. Squires & Co. and Arthur Treacle, at Palmer. Thomas & Palmer are opening a new plant at Ditchley.

With the exception of B. A. Griffin & Co., of Milwaukee, Wisc., all these packers pack the fish in salt. This company packs in vinegar and holds the fish in cold storage until August when they are taken to Milwaukee, where they are rehandled in the plant there. There they are highly seasoned with various spices and packed in glass jars. The fish are sold mostly in the West where they are used as a salad without further cooking. The legalizing of beer is expected to increase the consumption of this delicacy.

Grading of Herring

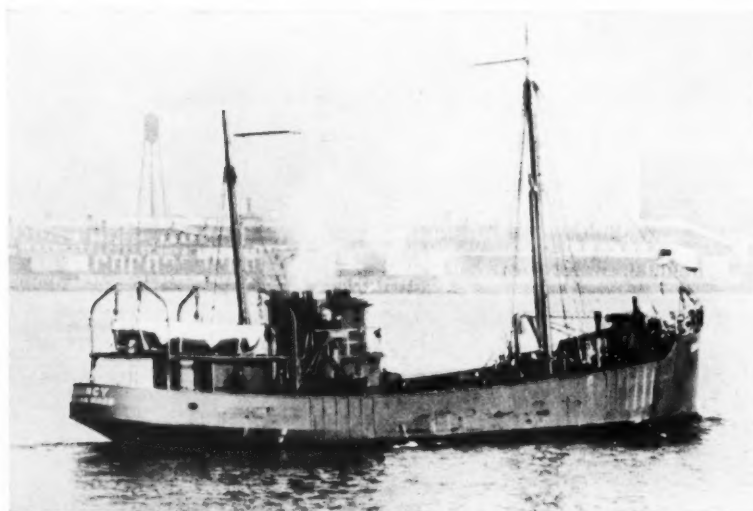
This year for the first time many of the herring packed in Virginia will be graded according to standards adopted by the State Commission of Fisheries and the Department of Markets. The fish will be graded as Virginia Selects and Virginia Number One. Brokers and local packers feel that grading the herring pack will materially increase the demand for Virginia herring, which should sell at better prices for a quality standardized product.

Menhaden Factory to Reopen

The fish factory at Taft, in the lower part of the Northern Neck, on the Rappahannock River, will operate this season after having been idle for seven years. The plant has been taken over by the Menhaden Products, Inc., who will recondition and operate it. The company plans to operate three fish steamers and to employ 100 men. The plant was purchased from Dr. H. B. Hubbard and W. A. Mercer, who bought it at auction a number of years ago.

Shad Run Unusually Late

The run of shad is unusually late here this year. Fairly good catches were reported on April 1, and it was hoped that each day would bring an increase. The market that day was 10 cents a pound for buck shad and 20 cents a pound for roe shad, lower prices than usual for this time of the year.



Trawler "Quincy", owned by R. O'Brien & Co., of Boston; built by the Bethlehem Shipbuilding Corp., and equipped with a 350 h.p. Nelsec Diesel engine, Bethlehem winch, Kinney clutch, Exide Ironclad marine battery, Diehl generator, Worthington air compressor and Shipmate range.

Boston

Receipts for Week Were Six Million Pounds

NEARLY two million pounds of ground fish, flounders, haddock, cod, pollock, hake and cusk, were landed at the Boston Fish Pier on March 27. The landings were the largest in several months in the Boston market, and following are some of the larger landings: *Penguin*, 188,500 pounds; *Saturn*, 181,000; *Cormorant*, 166,000; *Boston*, 130,000; *Quincy*, 121,000; *Georgetown*, 120,000; *Cambridge*, 105,000, and *Joffre*, 102,000.

152 Arrivals at Fish Pier

For the week ending March 30 there were 152 arrivals at the Fish Pier with 6,043,800 pounds of fresh fish, the largest week this season. In the corresponding week a year ago, there were 103 arrivals and receipts of 5,589,200 pounds of fresh fish.

Vessel Landings for March

<i>Aberance</i>	18,300	<i>Dorchester</i>	252,500	<i>Illinois</i>	197,500	<i>Quincy</i>	276,700
<i>Adventure</i>	140,500	<i>Ebb</i>	397,500	<i>Imperator</i>	147,600	<i>Rainbow</i>	51,200
<i>Alice M. Doughty III</i>	18,500	<i>Edith L. Boudreau</i>	104,100	<i>Ingomar</i>	44,000	<i>Raymonde</i>	45,500
<i>Alpar</i>	48,700	<i>Elk</i>	35,700	<i>Isabelle Parker</i>	123,900	<i>Ripple</i>	316,000
<i>Alvan T. Fuller</i>	152,400	<i>Ellen T. Marshall</i>	183,000	<i>J. M. Marshall</i>	102,500	<i>Rita B.</i>	58,000
<i>Amberst</i>	204,700	<i>Elvira Gaspar</i>	122,300	<i>Joffre</i>	102,000	<i>Ruth & Margaret</i>	104,200
<i>Andover</i>	52,100	<i>Ethel B. Penney</i>	18,100	<i>Katherine F. Saunders</i>	31,000	<i>Ruth Lucille</i>	160,400
<i>Andrew & Rosalie</i>	95,400	<i>Evelina M. Goulart</i>	97,200	<i>Killarney</i>	179,500	<i>Saturn</i>	142,500
<i>Arthur D. Story</i>	32,000	<i>Exeter</i>	74,800	<i>Lark</i>	376,500	<i>Sea Ranger</i>	38,500
<i>Babe Sears</i>	115,000	<i>Fabia</i>	215,800	<i>Laura Goulart</i>	180,000	<i>Shamrock</i>	110,000
<i>Billow</i>	272,800	<i>Flow</i>	411,500	<i>Leonora C.</i>	84,000	<i>Shawmut</i>	246,000
<i>Boston</i>	208,800	<i>Foam</i>	181,500	<i>Leretha</i>	40,900	<i>Spray</i>	219,000
<i>Boston College</i>	327,900	<i>Fordham</i>	310,000	<i>Maine</i>	384,500	<i>Tide</i>	296,000
<i>Brant</i>	41,800	<i>Frances C. Denehy</i>	134,800	<i>Marie & Winifred</i>	67,500	<i>Trimount</i>	243,500
<i>Breeze</i>	206,000	<i>Georgetown</i>	213,100	<i>Maris Stella</i>	169,500	<i>Vagabond</i>	15,000
<i>Brookline</i>	187,900	<i>Geraldine & Phyllis</i>	82,200	<i>Marjorie Parker</i>	17,100	<i>Vandal</i>	77,000
<i>Cambridge</i>	179,500	<i>Gertrude de Costa</i>	161,000	<i>Mary & Julia</i>	67,400	<i>Venture II</i>	94,400
<i>Cape Ann</i>	105,000	<i>Gertrude L. Theband</i>	235,500	<i>Mary de Costa</i>	149,500	<i>Waltham II</i>	42,600
<i>Catherine</i>	93,000	<i>Gertude M. Fauci</i>	170,000	<i>Mary E. O'Hara</i>	243,000	<i>Wamsutta</i>	22,000
<i>Catherine Burke</i>	79,000	<i>Gertrude Parker</i>	174,600	<i>Mary P. Goulart</i>	23,500	<i>Wanderer</i>	344,200
<i>Coot</i>	88,700	<i>Gosoon</i>	118,000	<i>Milton</i>	114,500	<i>Wave</i>	254,000
<i>Corinthian</i>	77,500	<i>Gov. Al. Smith</i>	135,500	<i>Notre Dame</i>	376,200	<i>Whitecap</i>	199,000
<i>Cormorant</i>	288,500	<i>Hekla</i>	419,000	<i>Ocean</i>	338,000	<i>Wild Goose</i>	382,000
<i>Cornell</i>	248,100	<i>Helen M.</i>	17,000	<i>Olivia Brown</i>	170,000	<i>Wm. J. O'Brien</i>	255,200
<i>Dacia</i>	44,000	<i>Henrietta</i>	15,500	<i>Oretha F. Spinney</i>	63,000	<i>Wm. L. Putnam</i>	246,000
<i>Dartmouth</i>	229,800	<i>Hesperus</i>	200,000	<i>Penguin</i>	216,000	<i>Winthrop</i>	83,000
<i>Dawn</i>	79,500	<i>Holy Cross</i>	307,500	<i>Philip P. Manta</i>	20,000	<i>Yankee</i>	41,500
<i>Donald</i>	91,800						

Vessels Drydocked

The following vessels were on drydock April 1: *Wanderer*, at Green's; *Harvard*, at Green's; *Frances C. Denehy*, at Atlantic Works, and *Yankee* at Atlantic Works. The *Gertrude de Costa* was due at Atlantic Works.

Vessel Owner Fillets and Markets His Own Catch

Charles Fauci, owner of two trawlers, during the period of low prices for fish to vessels, filleted and sold approximately 200,000 pounds of fish caught by his vessels during March.

First Mackerel Reach Pier

The first mackerel of the season reached the Boston Fish Pier via express on April 8.

Hutchinson Distributor for Kilborn-Sauer

The Kilborn-Sauer Co., of Fairfield, Conn., has appointed Chas. C. Hutchinson Co., of 175 State St., Boston, as New England distributor for their line of marine lamps, pumps and specialties, according to an announcement by Robert R. Toe Laer, Sales Director of the Marine Department.

Brown Elected Secretary of the Gloucester Master Mariners

By E. A. Goodick

HENRY F. Brown, branch manager of Booth Fisheries Company for the past decade, was elected secretary of the Gloucester Master Mariners' Association at a special meeting on March 24, to fill the vacancy occasioned by the death of George D. Morey.

Captain Edward A. Proctor, the president, presided at the session. Directly afterward, the Fishing Masters' Producers Association went into session with Capt. John J. Matheson, the vice-president, presiding. Mr. Brown was elected secretary-treasurer of this organization, which position the late Mr. Morey also held.

Secretary Brown is a former secretary of the old Board of Trade, and of the Chamber of Commerce.

Association 45 Years Old

Skippers are reminded that the Master Mariners' Association came into existence just 45 years ago on March 31, when Capt. James T. Simpson, John P. Aiken, George H. Martin, William M. Gaffney, Henry B. Thomas and John A. McKinnon were sworn in by Justice of the Peace Edgar S. Taft, as organizers and founders of the association. The first meeting was held in the Ferguson block where their rooms were located on April 9. Henry B. Thomas was elected the first president. The membership numbered 137, and as one skipper remarked "there's many a stormy voyage been sailed in the rooms since that time." Capt. McKinnon, who is a past president of the association is the only survivor of the board of founders.

George D. Morey

George D. Morey died at the Addison Gilbert hospital on March 20, after an illness of only a few days. He was 79 years of age. He came here as a youth and spent most of his life in this city. For years he was employed by the firm of Tarr & Wonson. He had served as Secretary of the Gloucester Master Mariners' Association for 15 years.

Mackerel Netters

The annual race for Southern mackerel began on April 5, when four of the Gloucester netters headed toward Cape May, N. J. Capt. Percy Pieroway in the *Louis A. Thebaud*; Capt.



The Gloucester schooner "Albert D. Willard", Capt. Lee Cavanaugh, now mackerel netting. 60.2 ft. x 17.4 ft. x 7.8 ft. She is powered with a 100 h.p. 4-cycle, 4-cylinder Wolverine Diesel engine which gives her a speed of about 9½ knots.

Harold Parsons in the *Shirley M. Clattenburg*; Capt. Edward Lasley in the *Huntington-Sanford*, and Capt. James Nickerson in the *Restless* made up the quarter.

The netters thus far reported who expected to get away by the 10th were: *Mary M.*, Capt. Thomas Marr; *John A. Cooney*, Capt. Christopher V. Higgins; *Aeolus*, Capt. George Goodwin; *Annie and Mary*, Capt. Colin Powers; *Funchal*, Capt. Patrick Murphy; *Emma Marie*, Capt. John Sparrow; *Desire*, Capt. Wallace Parsons; *Albert D. Willard*, Capt. Lee Cavanaugh.

Capt. Edward A. Proctor is shipping with Capt. Patrick Murphy aboard the *Funchal* this year, and has his nets on this vessel. He has been making this annual trip for the past 33 years.

The Seining Fleet

The seining fleet now off the Virginia coast includes the following well-known boats and their captains:

Angie and Vence, Capt. Matt Mocerri; *Antonina*, Capt. Benjamin Randazza; *Alice and Mildred*, Capt. Ambrose Fleet; *Alden*, Capt. Percy Firth; *Bethulia*, Capt. Joseph Curcuro; *Babe Sears*, Capt. Joseph Sears; *Capt. Drum*, Capt. Jack Arcuss; *Catherine Burke*, Capt. Albert Williams; *Carlo and Vence*, Capt. Benjamin Favazza; *Catherine Grafeo*, Capt. Asa Baker; *Doris M. Hawes*, Capt. Aubrey Hawes; *Doris F. Amoro*, Capt. Nels Amoro; *Florence K.*, (skipper to be chosen); *Alvan T. Fuller*, Capt. Joseph Leavitt; *Irene and Mabel*, Capt. William Tobey; *Jackie B.*, Capt. Stephen Post; *Josephine and Mary*, Capt. Joseph Pallazola; *Leretha*, Capt. John Morash; *Mary F. Curtis*, Capt. David Keating; *Margaret D.*, Capt. John Sista; *Mary W.*, Capt. Leo Barnes; *Nyoda*, Capt. Howard Tobey; *Natale II.*, Capt. Anthony Linguata; *Newcastle*, Capt. Andrew Decker; *Orion*, Capt. Ronald Dahlmar; *Old Glory*, Capt. Frank Foote; *Rose and Lucy*, Capt. Philip Parisi; *Rose Marie*, Capt. Peter Scola; *Serafina N.*, Capt. Jerry Nicastro; *Sebastiana C.*, Capt. Charles Nelson; *Santina D.*, Capt. Eugene Marino; *St. Peter*, Capt. Peter Favazza; *St. Rosalie*, Capt. Sam Parisi; *Three Sisters*, Capt. Lemuel Firth; *Thelma*, Capt. Steven Campbell; *Uncle Sam*, Capt. Sam Scola.

Also *Grace F.*, Capt. Frank Favalaro; *Jennie and Julia*, Capt. Paul Scola; *Theresa & Dan*, Capt. John Hall, and *Superior*, Capt. John Dahlmar.

The *Grace F.*, and the *Superior*, have been in the South dragging.

Small mackerel were caught by the *Theresa and Dan*, Capt. John Hall, according to a dispatch from Norfolk, Va., on the 29th of March. The mackerel weighed three-quarters of a pound each and were caught East by North of Chesapeake Lightship. From other reports received it was learned that mackerel were sighted about 50 miles off Cape May by the *Old Glory*, Capt. Frank Foote, and also by the *Jennie and Julia*, Capt. Paul Scola.

The local fleet is about half that of last year, and for this reason the fishermen are thinking that their chances are better since there will be fewer in the race to market.

Netters Land First Mackerel

The first mackerel of the season were landed by the netters *Shirley M. Clattenburg* and *Huntington-Sanford* on April 11, at Cape May. This is reported to be the first time that netters have landed fish before the seiners.

To Handle Native Lobsters Only

The Lane's Cove Lobster Co., of Gloucester, has been incorporated under the laws of the State of Massachusetts with Edward G. Worthington as President and Treasurer, and Joseph B. Stevens as Vice-President and General Manager.

The concern has leased land from the Lanesville Pier Co., at the Eastern pier at the end of Andrews Street in Lanesville, bordering on Lane's Cove, and their plans call for the remodeling of the buildings now on the premises for the purpose of creating a modern plant for the handling of lobsters and possible other seafood.

They expect to be ready to start business not later than May 1, and according to Mr. Stevens, intend to handle and sell only native lobsters.

"Beauty St. Joseph" Total Loss

The 95-foot dragger *Beauty St. Joseph*, Capt. Joseph Frontiero, was burned to the water's edge on April 3, off the coast of North Carolina, and the nine men of the crew leaped into the dory of the trawler *Friendship*, Capt. Cleveland G. Burns, of Friendship, Maine.

The vessel sailed on the 2nd for the fishing grounds after scup and croakers off North Carolina, but failed to reach the destination.

Capt. Burns of the *Friendship* spotted the craft ablaze and was just in time to get the men off the burning dragger.

The *Beauty St. Joseph* had been in the South dragging and selling its fish to the Isaac Fass Fisheries of Norfolk.

First of Codfish Fleet Sails

The schooner *Teazer*, Capt. Stillman Hipson, the first vessel of the handline codfish fleet to leave, was fitting out on March 31, and sailed early in April. The codfish fleet will be small this year, as it has been for several years past.

LaFonds Gillnetting Cod

The LaFond brothers have cast their sou'westers in the ring in search of the sacred codfish via the gill nets. Capt. Eugene LaFond brought his first fare of the season into the harbor aboard the *C. A. Meister* on March 28th, the catch weighing 2,500 pounds. His brother, Capt. William LaFond intended to make his opening set on the 29th or 30th in the *Eliza Riggs*.

Capt. Theriault Halibuting

Capt. Simon Theriault is halibuting in the schooner *America*, which he recently purchased.

"Thomaston" Ready for Fishing

After having been laid up at the United Sail dock for several weeks, the dragger *Thomaston*, her engine completely rebuilt, is ready to go fishing, and is in command of Captain William Sutherland.

Spoke Only One Craft on Voyage

Capt. Archie McLeod who brought the schooner *Catherine* to Boston on March 20 with the fine fare of 93,000 pounds of halibut after a four weeks' trip on the Grand Banks, reported a very uneventful and lonely trip, in that the vessel only spoke one craft on the entire journey. Captain McLeod who has been fishing out of Gloucester for over 30 years brought the *Catherine* here to refit for another halibuting trip.

Ruth to Handle Wall Rope

Sherman B. Ruth who recently opened a fishermen's supply store will act as distributor for Wall Rope in Gloucester and Cape Ann, and will carry a complete line of all sizes.



The "*Mary J. Landry*", of Gloucester, Mass., owned and captained by Simon A. Landry; 71 ft. 6 in. x 16 ft. 6 in. x 7 ft. 6 in.; powered with a 100 h.p. Fairbanks-Morse engine, and equipped with Hyde propeller and Marine House-hold range.



Capt. Jos. Frontiero of the Gloucester vessel "*Beauty St. Joseph*", Charles Silvia, chief engineer, Paul Whiffen, mate. The vessel was destroyed by fire, April 3, off the coast of North Carolina.

Swordfish Bill is Sponsored by Representative Webber

REPRESENTATIVE Harold B. Webber, of Gloucester, at the hearing March 14 in the State House, Boston, on his House Bill aimed at the invasion of Japanese swordfish, put forth the following arguments:

"Massachusetts fishermen are not very excited over any Japanese military invasion of China or elsewhere, but they are considerably stirred over the increasing Japanese swordfish invasion that began about two years ago when the fishing interests of Nippon saw the possibilities of an American market, and last Summer entered the field in earnest. If allowed to continue without restraint, the American swordfishermen will be forced out of business, it is claimed.

"The logic of this prophecy is apparent. Standards of living in the two countries are widely at variance. Moreover, the Japanese never go swordfishing. But their tuna nets are such that the swordfish, which are plentiful in their waters, are caught in these nets. Since they are a by-product of the tuna fish industry, they sell as cheaply as two cents a pound in Japan; and when brought into Boston, even with the cost of transportation, and the two cents per pound duty, the actual cost reaches only six to seven cents per pound, and still provides a profit.

"There are four times as many fishermen in Japan as there are in America, it is said, and the price of labor is very low. Their operating expenses are considerably less than those of the Americans. And the large ships, equipped with freezing plants, are manned entirely by Japanese, so that Americans are entirely left "on the outside looking in".

"On the other hand, Gloucester and other fishermen have been over a half century building up this trade. The first of each June, nearly one hundred vessels from ports in Massachusetts, Rhode Island and Connecticut, with crews of eight men each, have set out in boats up to fifty tons, for the swordfishing grounds. It means a three weeks' expedition, with a financial outlay for fitting each vessel of from five hundred to one thousand dollars, not to mention the operating expenses while on the grounds. They have in the past been able to obtain from thirteen to twenty-seven cents per pound for their catch, and they have earned every cent of it. No American objects to these fishermen upholding the American standard of living that has made this country foremost among nations. But it stands to reason that maintaining this standard is impossible if foreign competition and foreign standards of living are allowed to undermine the market."

Representative Webber's bill reads: "No swordfish shall be placed in cold storage if caught more than 20 days prior to being placed therein."

Ex-Mayor William J. MacInnis, of Gloucester, supported the bill and put on record in favor of the bill, the Master Mariners Association, and the Fishing Masters Producers Association of Gloucester.

Beals, Me.

Lobster Fishermen

Petition President Roosevelt

By Alfred Elden

THE citizens of the town of Beals, Washington County, have appealed to President Roosevelt for the White Nelson bill or a duty of 12c per pound on all Canadian lobsters coming into the United States, claiming that Canadian lobsters are flooding their market at such a low price that they are unable to meet expenses. Copies of the petition have been sent all along the coast for signatures.

Senator White

Word comes to us from Washington that Senator Wallace H. White of Maine, is waiting word from lobster interests of Maine as to what sort of a lobster importation bill they want before he introduces any bill dealing with lobsters.

For a couple of Congresses, Senator White has introduced a bill which would prohibit the importation of "short" lobsters and he is ready to re-introduce it, if Maine lobster people want him to. He will also make any changes they desire in the bill. The bill as previously drawn would prevent the importation of lobsters shorter than the Maine length of 10½ inches. This has drawn the opposition of hotel men who like the smaller lobsters.

Senator White is a member of the Senate Commerce Committee, which has jurisdiction over fisheries legislation. In the House the bill would probably go to the Committee on Merchant Marine and Fisheries, of which Rep. Edward C. Moran, of Maine, is a member.

Cannot Buy Short Lobsters

In the Maine legislature the House stood firm in refusing to pass a bill which would have permitted Maine lobster dealers to purchase "short" lobsters in Canada and impound them in Maine waters pending their sale out of the state. The Senate had passed the bill but it died between the two houses.

Sardine Industry Looks Encouraging

Believe it or not the sardine business is looking up a bit here on the Maine coast, whether from the "New Deal", the coming of beer, the revival of business in general, or the "Buy American" movement. The last of March some 12 carloads were shipped from Eastport and Lubec totaling about 15,000 cases, which reduces the amount of goods in storage around Quoddy to a record low for this season of the year.

There remain on hand in the bonded warehouses there not more than 50,000 cases, mostly the property of two packers, and it is thought that not more than 10,000 are in storage in St. Andrews. At the present lively rate of shipment these goods should be all sold prior to the opening date of the new season—April 15.

Lawrence, Pike and Peacock at Lubec and E. A. Holmes in



The "Ocean Star", owned by Capt. E. H. Wallace, of Monhegan, Maine; powered with a 65 h.p. Kermath engine and Hyde propeller.



A fishing center at Cape Porpoise, Maine.

Eastport are expected to open early, and Blanchard will also get into the game if conditions are favorable. Clark will probably not open until August in any event. Nothing is known of the plans of the MacNichol Packing Co., whose factory was destroyed by fire some 15 months ago. It is not expected that Booth or M. C. Holmes will operate although they may, should business conditions look more favorable.

No one can tell just what the supply of fish will be. Some substantial schools were reported in late March about Bliss Harbor and Back Bay. It is also said that the so-called "sick fish" have entirely disappeared and that the new schools are perfect in every way.

The Portland sardine factories are not likely to open as early as the East coast plants, principally because the fish seldom strike in in Western Maine waters for a month or two after they appear around Quoddy. Weir builders were pretty discouraged last season, but the past Winter on account of little ice has left the weirs in good condition and contrary to first reports several will be rebuilt and there will be as many in operation as there were in 1932.

Reported That Pike will Operate in Portland

It is understood that Chester L. Pike, who has two sardine factories at Lubec, has leased the former Roger Nichols factory at South Portland and will operate it this season. If the fish show up in Western Maine, several factories will begin taking fish soon after the opening date of April 15.

Big Day at Portland

With no more than two or three good fishing days during the entire month of March, Monday the 27th proved a corker. Nine Portland vessels and 11 Boston and Gloucester craft brought more than 95,000 pounds of groundfish in to Portland wholesalers. Capt. Everett Dexter in the Portland schooner *Aberrance* took into Boston a 30,000 pound fare estimated to be worth at low prices at least \$1,000. High line among the Portland vessels was the *Alice M. Doughty II*, Captain Reuben Doughty, with 20,000 pounds. Other Portland craft fares were: the *Eleanor*, 14,000; *Barbara* and the *Elva*, 12,000 pounds each; *Benjamin Thompson*, 10,000 pounds; *Fannie Belle* and *New Dawn*, 8,000 pounds each; *Alice M. Doughty*, 6,000, and *Georgie Bowden*, 4,000. The Boston and Gloucester vessels swelled the total by 28,000 pounds. The *Rose & Lucy* had 8,000; *Capt. Drum*, 5,000; *St. Providenza*, 4,000; *Josie II*, 3,500; *Maria Concetta* and the *St. Rosalie*, 2,000 each, *Eva II*, 1,600, and the *Little Joe*, 1,000.

Fitted for Southern Fleet

Two Portland schooners, the *Sunapee*, Capt. Nate Smith, and the *Shannon*, Capt. Bill Thomas, after being fitted out for mackerel, went South April 10. They will return to Portland about June 1 and fit out for swordfishing.

Nelseco Diesel Installed

A Nelseco Diesel engine has been installed in the trawler *Richard J. Nunan*. The new engine weighs nearly nine tons and develops 120 h.p. It was formerly used to hoist trawl on the *Eastern Prince* when she was known as the *Mariner* and engaged in trawling.

Beer and the Fish Business

BEEER is back. Even if it does not bring in as much revenue as is anticipated, its psychological effect on business seems to be beneficial. We shall be very much surprised if it does not inject new life into the fishing industry from Maine to Florida. Ever since prohibition became effective the salt and dried fish and the shellfish trade has steadily fallen off. Now it is the belief of a majority of wholesale fish dealers that this desirable trade will immediately be revived. At Portland, dealers estimate that because of beer the fish business will be at least 25% improved. Elsewhere similar sentiments are expressed.

Let your mind wander back into those prosperous days before the 18th amendment. We are not rejoicing over the return of beer for the gratifications of human appetites particularly, but because it is bound to increase the demand for many varieties of fish and shellfish. With pure, wholesome beer as a mild *aperitif*, more lobsters, clams and oysters are sure to be sold.

Wherever men and women may gather and quaff the beverage there, too, will countless fish products be dispensed. Stripped salt pollock, tasty cubes of salt cod, delicious smoked herring, Maine sardines, even fillets of fresh cooked fish and fish strips were among the fish products that were to be found in demand in the earlier days.

There was a deep psychology between beer and ocean products. Beer and fried oysters or clams; beer and sardines; beer and boiled lobsters; beer and fish cakes; or was it musty ale and broiled lives that packed cafes with well fed people?

Already fishermen all up and down the coast are greatly heartened. They want the "new deal" President Roosevelt has promised, and they like the prompt manner in which he is handing out the cards. Last season it was declared not a sardine factory would open on the Maine coast this year. But despite crushing competition, they now see light ahead, and many are planning an early opening. Weir men—who declared they were absolutely through are busy rebuilding their weirs with encouraging confidence.

Before prohibition Maine sent hundreds of barrels of fresh sardine herring into Pennsylvania every year where they were sold to native trade who "soused" them after home formulas. They brought \$9 to \$10 a barrel, but not a barrel has been forwarded in recent years. Beer and "soused" herring were favorites among the Dutch. Hake sounds were shipped in enormous quantities from Campobello and Deer Islands and other Passamaquoddy ports to be used by the brewers in making isinglass superior for clarifying beer and ale. At one time they brought \$1.25 a pound. Today, although a substitute for the sounds has been invented, inquiries being received indicate there will again be a demand for the hake product. As a settler of beer it has qualities no substitute has quite equalled.

The attractively packaged and tasty salt and smoked fish products are, according to most fish folk, due for a come-back. With the greatly broadened markets bound to come along with beer, there seems to be a much brighter future ahead for this trade. Briefly, beer spells better times for the fishermen; more money for them. If it does, as the wholesalers predict, improve present conditions 25%, that increase will show in a bigger demand and fairer prices.

"Little Necks"

Beer and "little necks" go hand-in-hand according to old-time beer drinkers, and the return of beer means income to many shell fishermen. William Eldridge of the Eldridge Fish Co., New Bedford, believes a rise in prices may be expected.

"Russian Sardines"

Provincetown fishermen are relying upon the return of beer to bring an increased demand for one of their now almost neglected products—"Russian Sardines."

This delicacy is in reality a small herring, and before prohibition as much as 28 carloads of the little fish rolled out of Provincetown in a single night.

Provincetown's salt cod business dropped 75 per cent after prohibition, according to Capt. Manuel Enos.



"Anabel II", a gill net fishing boat recently launched for the Coffey Fishing Co., of Manistique, Michigan; 62 ft. long, 15 ft. beam, 6 ft. draft; equipped with a 100-120 h.p. 4-cylinder Kahlenberg reversible oil engine; speed, over 10 miles per hour.

Great Lakes Fishing at Marquette, Mich.

BECAUSE of the ice, fishing here in the Winter is confined mostly to fishing short nets under ice. A hole is cut in the ice and a thin pole about 25 ft. in length is pushed through the hole, and under the ice. A line is tied to the end of the pole and another hole is cut in the ice at the other end of the pole. The pole is then pulled through, another hole is cut, and so on until the approximate length of the net, which is 200 ft., is reached. The line is now strung the whole length under the ice. The net is then tied to one end of the line and pulled through. The net is then set. To lift the net, one has merely to cut the holes clear at both ends, tie a rope at one end and pull the net upon the ice at the other end. The catch consists of trout, averaging from 4 to 10 lbs. each; pickerel and pike, averaging from 6 to 14 lbs. each; and mullet and suckers averaging 2 to 2½ lbs. Each fisherman has about 10 such nets to take care of.

Summer Fishing

During the Summer, fishing for lake trout with set hooks is extensively carried on. Two different methods are adopted; the hooks are set on the bottom, or they are floated near the surface. When they are to be set on the bottom, a 5/0 or 6/0 hook is used. It is attached to a four ft. double length of snood twine, and then attached to a main or maitre line at intervals of 18 ft. There are 300 such hooks in a box and each box reaches approximately 1 mile in length. Three or four of these boxes are placed in each gang. These are set in any depth of water ranging from 10 to 50 fathoms, depending whether the fish are in deep or shallow water.

Floated Hooks

The floated hooks are on a 10 ft. double length of snood twine and are 36 ft. apart on the main line. A small block of wood or cork, fastened to a 30 ft. cord, is attached to the main line near each hook. There is an anchor line every 30 hooks. Floated hooks are set in water ranging from 50 to 70 fathoms, and catch only fish that are traveling as the bait is only a scant 7 fathoms beneath the surface. Herring caught in nets with 1½ in. mesh are used as bait.

With float hooks, the action of the waves on the floats jerks the bait around in a lifelike manner, making it doubly effective in catching the trout. Each fisherman averages from 200 to 1500 lbs. of lake trout daily.

Several of the fishermen have small gangs of 4½ in. mesh nets which they fish for trout, in addition to using set hooks and a boat.

Fall Fishing

In the Fall, most of the fishermen fish nets with a 5½ in. mesh for big trout coming in to spawn. These nets are set in only 7 to 12 fathoms of water, and, due to fierce and sudden storms, large losses in equipment are incurred every year.

Big herring are also fished during the Fall season, with deep nets, which are floated about 5 fathoms beneath the surface in about 12 fathoms of water.

Maryland And Other States Want to Exclude Japanese Oysters

By Edward Bowdoin

MARYLAND'S Conservation Department has started a movement for concerted action on the part of Eastern States to ban the Japanese oysters from any Atlantic coast or Gulf coast waters.

Letters to thirteen Coast and Gulf States were sent by Swepson Earle, Conservation Commissioner, pointing out that "we have been very much exercised in our region" about the problem of the Japanese oyster.

The Conservation Department of Maryland has a bill before the General Assembly of Maryland to prevent Mongolian oysters from getting a start in our waters, which would mean destruction of our native products, also to prevent the planting of the Japanese oyster in Eastern waters, which would be a threat to the oyster growth in any adjacent sections.

The drive to prevent this oyster's introduction in Eastern waters appears to be gathering momentum every month. Within the last several weeks New York's Conservation Department has begun the accumulation of data for the purpose of sponsoring a State law which would exclude the Japanese oyster from New York waters, and with the assistance of Federal fisheries experts the same Department hopes to petition Congress for a Federal statute which would ban the mollusk from the entire Atlantic Coast as well as our coast line in the Gulf of Mexico. It is understood that fisheries authorities in Massachusetts, Connecticut, New Jersey, Alabama, Louisiana, and Virginia have been seriously considering prohibitory measures.

Log Canoe Races

Four of the fastest log canoes in the Chesapeake country are being groomed in Talbot county, Md., waterfront towns for a series of match races that will culminate in the annual race for the Governor's cup.

The special races, to feature regattas sponsored by the Miles River Yacht Club, the Tred Avon Yacht Club, of Oxford, Md., and the Chesapeake Bay Yacht Club, will be held to test the relative speed of the square-sterned type of canoe and the conventional model, pointed at both ends.

Representing the former class will be the *J. D.*, owned by J. D. Williams, of Easton, Md., and the *Flying Cloud*, owned by A. Johnson Grymes, of Oxford, Md.

The pointed stern models will be represented by Capt. Bob Wilson's *Magic*, twice winner of the Governor's cup, and Williams' *Mystery*, built after his *J. D.*, had been barred from competing in the Governor's cup race.

Seeking Additional Markets for Crabs

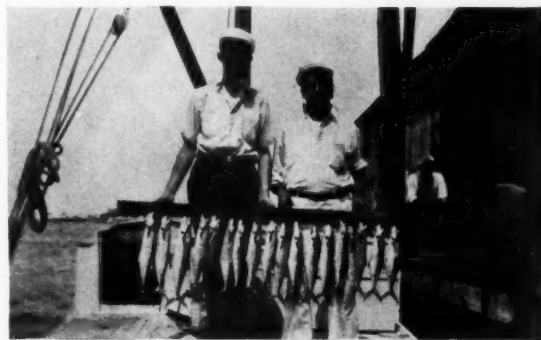
Additional markets for crabs and crab meat are being sought by Swepson Earle, State Conservation Commissioner, in an effort to aid the crabbing industry along the shores of the Chesapeake Bay.

Mentioning the prospects of a bountiful supply of crabs for the approaching season, Mr. Earle asserted the chief problem of the industry is to provide a wider market for crabs.

"If a standardization could be obtained and a more efficient system worked out, either by canning or quick freezing, it would enormously aid the people engaged in the industry and at the same time widen the distribution of this important product of the Chesapeake Bay."

He has arranged with the Baltimore and Ohio Railroad to take a committee of crab packers, sometime in May, to visit a number of cities within easy access of the crab packing centers of the bay.

Commissioner Earle believes the middle west offers an excellent market which would take up the present surplus of crabs from the bay, if the proper method of packing and distribution can be devised.



Gordon C. Willis, of Morehead City, N. C., and Frank C. Matthews, of Savannah, Ga., with a catch of Spanish mackerel.

North Carolina Fishermen and Dealers Optimistic

GREY trout and croaker fishing has shown a tremendous gain in the vicinity of Hatteras, sixty thousand pounds of fish being taken by Carteret County fishermen in a single week. Prices of the grey trout have been high at 3c per pound, and 60c per hundred for croakers. The past month's fishing is said to have been the most prosperous since the Carteret fishermen began fishing in the Ocracoke-Hatteras area, five seasons ago.

Morehead City

At Morehead City and Beaufort things look brighter as the soft shell crab season is getting under way, and fish dealers at Morehead City are looking hopefully to the coming weeks, expecting the market conditions to improve. Commission merchants in Northern cities are said to be more optimistic than in months past.

Gordon C. Willis, wholesale dealer of Morehead City, is busy supervising the work on extensive alterations in his plant. When the work is completed, the plant will no doubt be one of the finest and most up-to-date in the South. Mr. Willis stated that the crab season is two weeks earlier this year, and he looks forward to a busy season with fair prices. Mr. Willis operates four boats, and is a large shipper of fresh fish, scallops, oysters, clams, shrimp and soft shell crabs.

R. R. Barbour, who is a large direct shipper of fancy cape scallops, clams, oysters, fish and soft shell crabs, has a fine plant at Morehead City, and is now constructing a new plant on the Newport River for oyster shucking. Mr. Barbour started in business in 1924, and at present he operates 20 boats.

Record Catch of Croakers

Capt. J. D. Daniels, who was accompanied by D. Gauthier, Hugh Wade and J. Smithson, made a record catch the latter part of March, when he brought in 15,000 pounds of croakers and sorted fish.



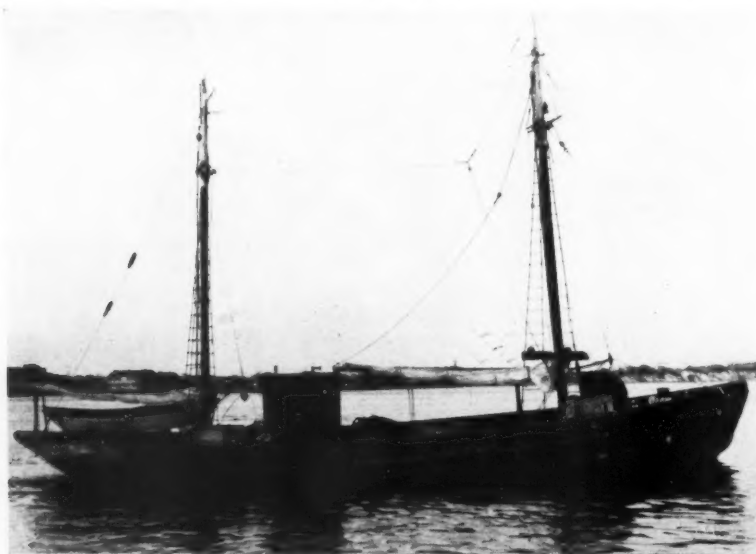
Capt. J. D. Daniels, of Morehead City, N. C., made a record catch of 15,000 pounds of croakers and sorted fish. On the trip he was accompanied by D. Gauthier, Hugh Wade and J. Smithson.

Vineyard Fishermen Working For Tariff Reforms

By J. C. Allen

HAULING along the quarter rail of March, with April heaving in sight dead to windward, the Wheelhouse Loafer who pens these lines is of the opinion that fisher-folks in these latitudes were probably never so glad to see Spring coming as they are this year. And this crack is made without any reference whatever to the promise of "beer by Spring" which has figured so prominently in the headlines.

No doubt the boys will all do their part toward helping to balance the nation's budget through the beer tax. The Loafer will not be too odd to bear a hand when his country calls and will stand by until the last, doggone gurgle.



The "Dagmar", formerly of New Bedford and owned by Capt. Thomas A. Murray. Her home port is now Philadelphia, and she is owned by Capt. Curtis Hilton of Atlantic City. She is 70.7 x 17 x 7.8, and is powered with a 110 h.p. Atlas Imperial Diesel engine.

But seriously, this has been a tough Winter for all concerned and the small-boat fishermen have had a tough break. What they have made in actual cash will never interest the income tax collectors, so it's a devilish good thing that the beer is coming.

In-shore

Aside from the fact that the fish have not run on the usual inshore grounds, the weather has been the most cursed in years. Without resorting to figures, the Loafer would say that probably there have not been twenty days in three months' time when a small boat could run outside and fish in safety. No need to figure comfort in this, the boys have forgotten all about that, long ago.

About the only thing that the smaller craft have been able to scoop in, larger than chowder recipe amounts, is the yellow-tail, and God knows that these fish have been about as low as anything could be with the price-list laying along the garboard strake right along.

Off-shore

The deep-legged fleet have fared a little better, being able to run farther off-shore, and oftener. But even the schooners have entirely failed to bring home the bacon in the way and manner of previous years. The fish have not been with us, and that's the main story.

Shell-fishing and Eeling

Shell-fishing and eeling have kept the dogfish away from the gang-way, and most of the boys will admit that we have had plenty to be thankful for in that.

And then arrived the bank holidays, which we weathered in far better shape than probably the majority of people. Conditions and customs, bridled to the fact that we had an afterguard which had been watching the weather and fore-laying for just such a squall, brought us through without losing a stitch of canvas or starting a fastening.

Marthas Vineyard, of early days, was a breeding place of whalemens who "never saw wheat in the ear" as the old song says. They came home once in two to four years, paid their bills at the stores, outfitted and sailed again. Credit was mighty long in those days, and the custom has not been allowed to die out entirely. And so, with the buying and selling public accustomed to these things, there was no shortage of needed supplies when the cash supply was jammed in the hawse-pipe.

And in this crisis, our sea-skimmers fared a trifle better than the rest. For Sam Cahoon of Woods Hole, who guides the destinies of all good men who go down to the sea in the wheel-houses of otter-trawlers, had some real cash on hand

that he bailed out without restraint, and thus eased things amazingly. And when the dust had all settled, we found that our Island banks were riding all snug, with plenty of bullion in the ballast and some to spare, and no brassbound officials nailing notices on the mainmast or overhauling the manifest.

Improvements in Catches and Prices

So all hands let out a sigh of relief that filled the mains'l, and it seems as if things have been better ever since. The after-part of the month has seen more fish running and fair weather at least half of the time. Prices are far better, which is natural, and this is the first natural thing that has happened since the first Fall nothe-easter. The cod have been showing and some haddock, and the vessels have hit the blackbacks and sea-scallops. Business is beginning to perk, not too hot, but a damsite hotter than it has for one helofatime, and you may lay to that.

Petition Sent to Senator Walsh

All hands are getting set up for Spring, and planning things out as usual. About forty of 'em signed a petition that was sent to Senator David I. Walsh, asking him to work for tariff reforms on imported seafoods. The Senator didn't like to help out on the lobster question the last time it came up, but perhaps things will appear differently now. Anyhow, here's hoping, and here's also hoping that all hands succeed in making a weather berth before Fall comes again. The way things look now, it won't be any trouble, and once they get squared away, they'll find things a darned sight easier than they ever have been.

New Bedford Schooner "Mary" Has Not Been Found

By J. J. Killigrew

OWNEED by Capt. Daniel F. Mullins, the 90-foot schooner *Mary* put out from New Bedford, February 27, and made port at Nantucket March 1. After remaining in the harbor there while the crew attended Ash Wednesday masses, the schooner continued on its way to the fishing banks.

Capt. Michael T. Smith, of the schooner, telephoned his wife, living at New Bedford, from Nantucket, which was the last word heard at its home port from the boat.

The only word brought here since of the fated vessel was by Captain Alexander Smith of the schooner *Wamsutta* who "spoke" the *Mary* about 25 miles east of Georges Bank on March 10.

When the disappearance of the *Mary* became generally known in New Bedford, a resident of the city telephoned a newspaper office in that city that he had heard indistinctly a radio message, "We're sinking."

Her owner, Capt. Mullins, notified the Coast Guard on March 18, and the great search, described as one of the most extensive in the annals of the Coast Guard service, began.

Nine ships were involved, the destroyers *Herndon*, *Porter* and *Badger*; cutters, *Cayuga*, *Ossipee* and *Acushnet*, and the *Antietam*, *Agassiz* and *Faunce*, of the 125 foot patrol. They were at sea 11 days and in gales, snow and fog covered 130,000 square miles from Nantucket shoal to the tip end of Cape Sable on the Nova Scotia coast.

The *Mary*, although not a new boat, had been recently overhauled and was said by fishermen to have been in excellent condition. Her bow was recently renovated and built higher for bucking rough waves.

Widows and dependents of the lost schooner *Mary* crew are to receive help from the Benevolent Society whose representative is William H. Brown. He visited Capt. Dan Mullins, owner of the schooner, and pledged financial aid to those who lost relatives. The Society is supported by crew members on 68 large fishing boats and 55 smaller vessels. Six schooners, including the *Mary*, are among members from this port.

Heavy Receipts at City Piers

Hurrying into port to escape the snow and sleet of the week-end, many vessels of the fishing fleet glutted New Bedford fish markets with one of the largest single lots of the year on the 26th and 27th of March. Wholesalers had difficulty in disposing of the large catch. At the City Piers here more than 75,000 pounds of flounders, cod and yellowtails were unloaded.

Several vessels of the New Bedford fleet, with others from



Party fishing boat "H. C. James" owned by J. L. Loper, of Ocean City, N. J. She is 60 ft. x 16 ft. x 3 ft. 8 in., and is powered with two 130 h.p. Buda engines furnished by Johnson & Towers, Inc., of Philadelphia.

Gloucester and the islands, created a problem as they arrived. Larger vessels of the New Bedford fleet carried their fares to the New York market. More than 17,000 pounds were trucked from here to New York.

After taking out here, most of the fleet left immediately for the fishing grounds to continue operations through what promised to be the first fair weather in several weeks. Departures were the *Mary M.*, *Albert D. Willard*, *Annie Louise*, *Janet Elise*, *Liberty*, *Thomaston*, *John A. Cooney*, *Irene*, *Madeline & Flora*, and the *Anastasia E.*

Arrivals the last of March were the *Viking*, *C. E. Beckman*, *R. Eugene Ashley* from New York, where they discharged fish, and the 3 & 1 & 1 of the *Vineyard*, which was preparing for sea scalloping.



Capt. Michael Smith of the New Bedford schooner "Mary", lost with his schooner and crew.

Middle Atlantic Fisheries Assoc. Active in Legislative Work

AMONG the bills which were introduced in the New York Legislature by the Middle Atlantic Fisheries Association were: 1, to liberalize and clarify the conservation laws; 2, pertaining to the tagging of oysters and clams which are sold throughout the state of New York, corresponding with the health regulations; 3, to prohibit the planting of foreign oysters in the waters of New York; 4, to permit the dredging for skimmer clams by any method in the waters of Fort Pond Bay and Napeague Bay between Culloden and Goff Points; 5, to permit the sale during the Summer months of oysters that have been taken, shucked and frozen during the Winter months; 6, to designate the species of fish which have a size limit by their technical names, to prevent confusion because of local nomenclature.

The Association has been active also in advertising the industry. One of the metropolitan newspapers has rendered a very valuable publicity service in conducting women's meetings in Carnegie Hall and in the dietary kitchens of the Public Service Utilities, as well as in the larger department stores, at which meetings seafoods have been featured.

Executive Secretary, J. H. Matthews, says that the period of depression, with its many questions and problems, has proved that associations can be very valuable to an industry, especially in times of adversity.

Among the Landings at Fulton Market for March

<i>Brant</i>	140,500	<i>Mary P. Mosquita</i>	81,200
<i>C. E. Beckman</i>	10,000	<i>Mary R. Mullins</i>	25,000
<i>Charles S. Ashley</i>	90,500	<i>Morse</i>	54,000
<i>Clinton</i>	11,000	<i>New Bedford</i>	24,000
<i>Coot</i>	80,500	<i>Newfoundland</i>	29,000
<i>F. M. Craft</i>	11,000	<i>Penguin</i>	157,800
<i>Friars</i>	15,000	<i>Pioneer</i>	20,000
<i>Ivanhoe</i>	14,000	<i>Reliance</i>	12,000
<i>Julia</i>	22,000	<i>R. Eugene Ashley</i>	61,000
<i>Kingfisher</i>	170,400	<i>Viking</i>	20,700
<i>Loon</i>	211,900	<i>Wamsutta</i>	44,000
<i>Mabel Bryson</i>	30,000	<i>Wild Goose</i>	95,300
<i>Martha M. Murley</i>	29,500	<i>Wm. H. Killigrew</i>	20,000

Florida Menhaden Industry Looks Most Encouraging

By H. L. Peace

THE outlook for the Florida menhaden industry is most encouraging, the owners of many large plants having declared their intentions of opening in May or early in June. Already at Fernandina, plans are under way for the transferring of five North Carolina menhaden fishing boats to this port for the Summer fishing. These boats will fish off the Florida coast and return their catches to Fernandina for preparation for market.

Menhaden plants located at Fernandina are: The Quinn Menhaden Fisheries, the Nassau Fertilizer and Oil Company, and the Fish Meal Company. These plants generally operate

Southern dealers have returned North to St. Augustine and Fernandina where they will maintain packing houses for the Summer season. Morris Fishler and Charles Bassetta of New Smyrna have returned to Fernandina with their fleets of six boats.

Good Catches

Shrimp catches for the month have been good, with the record catch being taken by Capt. Jack Keeting aboard the *Clementina*, with eighty-five barrels, $4\frac{1}{2}$ bushels to the barrel.

Market Put on Cash Basis

Since the shrimp market has been put on a cash basis on account of the recent banking situation, all shrimp sold at Fulton Market, New York City, are paid for in cash. This affected the market about \$5 per barrel. However, it should prove a valuable card to the small dealer, in that it is understood that the New York market will continue to operate on a cash basis.

Tarpon Springs

As many as eight carloads of fish (Spanish mackerel being



Lockport Welding & Machine Works of the Barker Barge Line, Lockport, La. This company owns over one hundred launches, oyster boats and fishing craft, all equipped with Monel Metal shafts. In the picture are the "Jos. A. Lario", owned by the Dunbar-Dukate Co., of Golden Meadows, La., and the "Morrison D.", owned by Etienne Perrin of Golden Meadows.

from May to September, although the seasons often run as late as December. Other Florida plants are Goffin's Canning Plant at Nassauville and a plant operated by L. P. Maggioni at St. Augustine.

Florida menhaden fishermen are looking forward to a good run of fish this year and many of the old sea-salts have already begun to overhaul their gear and rigging in preparation for a big season.

Canned Shrimp Pack Increased

The James A. Smith Canning Plant at Fernandina has opened for the Summer season, with the result that the canned shrimp pack of the Florida shrimp industry has shown an increase. The Brooks Shrimp Plant, also at Fernandina, which has been open for several months, is running regularly.

Boost Price of Shrimp to Fishermen

Florida cannerys are looking forward to a prosperous season, so much so that they have boosted the price of the shrimp paid to the fishermen.

Demonstration of Canned Shrimp

Dr. N. Hendrickson, Director of the Shrimp Section of the National Cannerys' Association, in a statement to the ATLANTIC FISHERMAN, said that in his opinion he believed that the Summer pack of Florida plants would exceed that of the past season.

Dr. Hendrickson announced that a demonstration cutting of canned shrimp would be sponsored by the Shrimp Section of the National Cannerys' Association to be held in New Orleans, La., sometime in April or May.

Raw Shrimp Market Improves

The raw shrimp market has taken a jump. Many of the

chief fish) have been shipped from Tarpon Springs weekly for the past month. Although the price received has been only fair, the quantity has brought the volume of receipts to a large figure.

New Fish Houses Opened

The Gulf and Atlantic Company of Pass-a-Grille, Miss., has opened a station for unloading at Tarpon Springs, and the Manhattan Fish Market has opened a fish house, and is operating a fleet of boats to supply its own chain of stores. Among the dealers operating at Tarpon Springs and nearby vicinities are: McCreary Fisheries, Gause Fish Company, Bigelow Brothers and Ozona Company.

Good Catches of Mackerel at Panama City

Weather conditions were very favorable for mackerel fishing the last few days in March. Close to 100,000 pounds were brought in. Good catches of bluefish were also made.

Among the large catches reported were: C. C. Raffield of the City Fish Market, one catch of 12,531 pounds of mackerel. Another catch of 7,000 pounds of bluefish. Fred Williams of City Fish Market, 4,500 pounds of mackerel. Henry Raffield of Raffield Bros. brought in 22,000 pounds of mackerel. Holmes Fish Co. reported a catch of 12,000 pounds of mackerel and good catches of bluefish and snappers.

Makes Effort to Get Fishing Pier

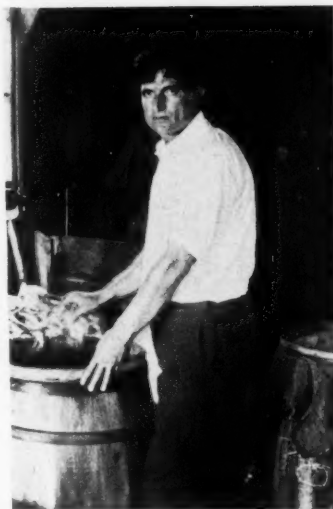
Effort will be made by the Panama City branch of the Chamber of Commerce to secure a fishing pier to extend out into the Gulf of Mexico approximately 350 feet, at a point near Longbeach. Application will be made to the War Department.

In Jacksonville, application has been made for a pier to extend out into the Atlantic Ocean for a distance of 750 feet.



S. D. Jastremski, Treasurer and Sales Manager of the Pelican Lake Oyster & Packing Co., Ltd., Houma, La., and Secretary of the Shrimp Section of the National Cannery Association.

Charles Bassetta, of the Charles Bassetta Shrimp Co., Fernandina, Fla., packing a barrel of shrimp for the New York market.



Gulf Shrimp Season Outlook Much Better

By A. V. Ragusin

THE shrimp season will be opened again on April 15th. In the meanwhile, some few catches of shrimp have been made in outlying waters. After the 15th, the catching of shrimp will be active along the coastal waters of Louisiana and Mississippi. The outlook for the shrimp market at the present time seems to be much better than during the past Winter.

Large Catches of Shrimp Reported

Large quantities of marketable shrimp were caught the latter part of March by trawlers in the sound near Gulfport. The largest catches were made opposite Mississippi City. Quantities of the shrimp were taken to New Orleans to be put on the market there.

Light at Mitchell Key

The U. S. Lighthouse Service notified the Seafood Packers Bureau of the Biloxi Chamber of Commerce, early in April, that work would start immediately on the erection of a light at Mitchell Key in Chandeleur Sound. The installation of the light is most important as it will complete a series of lights stretching from Breton Island, 75 miles South of Biloxi, all the way through Chandeleur Sound into Biloxi Harbor.

Boats Must Stop at Grand Pass

Mississippi boats fishing in Louisiana waters must continue to stop at Grand Pass. The port of entry law requiring boats to have cargoes measured at Grand Pass is not being enforced, but there is no change as to boats stopping there en route back to Mississippi ports.

The Louisiana Conservation Commission is strictly enforcing the measure requiring vessels to stop at Grand Pass and it is essential that they stop there following fishing in the Louisiana waters, officials of the Biloxi office of the Louisiana Conservation Commission stated.

Oyster Factory Resumes Operation

The Pass Christian plant of the Dunbar Dukate Company opened on March 23 under the management of Louis Braun, Biloxi packer, who will operate during the remainder of the oyster season.

The plant was closed for six weeks, after operating during the first part of the season, under the management of R. Hart Chinn, of Biloxi.

Small boats were out on the 22nd fishing for oysters, and the following morning a number of schooners left the plant for oyster fishing.

Bay Junop, La., Oysters

Bay Junop oyster cultivating, fattening and banking beds are located 75 miles from the nearest town or settlement. Bay Junop receives an inflow from streams of pure, sweet water, and also of pure salt water from bayous connecting with the Gulf of Mexico—creating an ideal mixture for oyster culture and fattening. From the fattening beds the oysters are removed to adjacent blue salt water bottoms where they acquire a splendid flavor.

As daily orders for Bay Junop oysters are received, empty composite barrels are pre-cooled and iced ready to receive oysters direct from the salt water bottoms. Bay Junop oysters are lifted from the salt water banking bottoms, shells washed clean, then packed in the precooled barrel for shipment without further handling, and under continuous refrigeration.

Lack of skilled manual labor to open oysters no longer prevents interior districts from enjoying Bay Junop oysters in the shell. Alfred Mead of Morgan City, La., has invented a mechanical oyster opener, patent pending, capacity two to five oysters per minute. It is available for use of clubs, dining cars, hospitals, hotels, restaurants, steamships and kindred institutions. It is not for sale, but under nominal lease merely to facilitate the use and sale of Bay Junop oysters.



The "Charlotte", Capt. Gus Olsen, returning with a day's catch off St. Augustine, Fla. She is powered with a 36 h.p. Lathrop and equipped with a Hathaway hoist.

Double Protection Maritimes

Benefit Through Utilizing By-Products

By M. Ryan



THE STRENGTH, flexibility and uniform quality of Plymouth Ship Brand Manila Rope have always assured fishermen of economy and satisfaction.

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THE ROPE YOU CAN TRUST

HOW the fishing industry of the Maritime Provinces is continuing to stand up against intensive competition from farm products, in a depressed price range, by a more intelligent exploitation of fish by-products was explained to the Commercial Club at their weekly luncheon in Halifax on March 22, by Dr. Stanley A. Beatty, of the staff of the Fisheries Experimental Station there.

At the outset of his address Dr. Beatty pointed out that the production cost of fish was higher than the wholesale prices of most varieties of meats on account of depressed markets. He pointed out that the most popular forms of fish were fillets, in the making of which two-thirds by weight of the fish was wasted, driving up the cost proportionately. This large wastage could only be averted by manufacturing by-products, he declared.

Three by-products alone were considered in his remarks. They were cod liver oil, fish meal and a new substance developed from fish flesh suitable for the manufacture of buttons, cigarette cases and a large variety of articles.

Cod Liver Oil

Most of the cod liver oil on the market was produced from fish caught in the vicinity of the Arctic Circle, Dr. Beatty said. These fish he added were inferior in vitamins to others caught by New England and Nova Scotia fishermen. He explained that this was because the fish in the more Northern waters were in darkness three or four months out of the year and denied sunshine which science has established is co-related to vitamins.

Another important advantage of the Halifax product, Dr. Beatty said, was its freshness. He saw big possibilities in building up a large export market. Freshness, he added, was guaranteed by the livers being taken from the live fish at sea and placed in sealed drums. On arrival at Halifax the drums are taken from the fish vessels, and the oil is manufactured immediately.

Fish Meal

Hardly less enthusiastic concerning the possibilities of fish meal, Dr. Beatty declared that its use in the Maritime Provinces was increasing each month at the rate of 400 per cent above the consumption for the corresponding month last year.

Following the statements of experts which he gave as proof that fish meal is a superior feed for livestock, Dr. Beatty stressed the advantage it has in finding a use for varieties of fish not regarded generally as edible, such as monkfish and catfish, besides other fish which would be wasted when markets became glutted.

Would Create Market for Dogfish

Development of a new material for the manufacture of buttons and other such articles from the flesh of fish was still in its experimental stages, Dr. Beatty said, but added that its manufacture would find a ready market for dogfish, the scourge of all fishermen. On account of oil content, dogfish are unsuitable for the manufacture of fish meal, and as they are looked upon as non-edible, no use has heretofore been found for them that would make fishing for them profitable. Dr. Beatty believed that manufacturers in the near future would be able to pay four cents a pound for the fish, and on account of their abundance a rich harvest was in sight for the fishermen.

New Fog Signal

A two-tone fog signal has been installed on Partridge Island near Yarmouth, N. S., as an experiment. The first note will be struck on a high pitch, followed by one of a lower key. If the tests of the new two-tone horn prove satisfactory similar installations will be made at other locations throughout Canada.

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New Brunswick

Sardine Canneries Ready and Fishermen Building New Weirs

By C. A. Dixon

SARDINE herring of excellent size for canning purposes were taken in weirs at Back Bay, N. B., during the latter part of March, and schools of fish were reported offshore. It was rumored that Connors Bros., Ltd., would open its plant soon, as sufficient fish were available to insure steady operation. Reports also stated that the factories in Lubec, Me., would commence canning operations on the legal Maine opening date, April 15. Weir building has commenced in Charlotte County, N. B., and some new weirs will be built this year. Due to the mild Winter and absence of ice, many of the weirs were not damaged. Some of the structures exposed to Easterly winds received considerable damage during the equinoctial gale of March 21st. Fishermen who had counted on getting early Spring catches were faced with the task of getting weir material from the woods, and were forced to go to considerable expense in rebuilding the damaged property. Prospects for a market for their catches this Spring seem promising.

Scallopers

Campobello scallop draggers are now operating near the Wolves Islands and some of the Deer Island boats are dragging for the shellfish along the mainland coast of Charlotte County. Grand Manan scallop fishermen have done well.

Purchases Sardine Boat

It is reported that Chester L. Pike, President of the Seaboard Canning Co., of Lubec, Me., has purchased *Casarco* No. 9, one of the fine sardine boats owned heretofore by the Booth Fisheries, Ltd. Capt. Roy Pendleton will command the new

craft, it is said. All of the boats of the *Casarco* fleet are under Canadian registry.

"Alma Connors" Repaired

The well-known and able sardine boat *Alma Connors* of the Connors Bros., Ltd., sardine fleet, which was considerably damaged last Winter when the steering gear went wrong and the craft ran unguided into the ledges at the entrance to Leonardville, has been repaired. Connors Bros., Ltd., has a fleet of seventeen large craft engaged in freighting sardines and freight to their mammoth plant during the fishing season.

Lunenburg Fleet on Frozen Baiting Trip

THE Lunenburg fishing fleet, practically all sailed Wednesday, March 22, for the Banks on the frozen baiting trip. About 15 vessels are making the trip this year. In 1932 owing to unfavorable market conditions, the fishing fleet only made two trips, the Spring and Summer, neither of which were successful, and the majority of the vessels at the end of the season were in debt. This number starting off early on a frozen baiting trip gives a very optimistic aspect to the industry.

This fleet also helps out the unemployment situation as at the close of the 1932 season, it was considered doubtful whether any of the fishing fleet would operate in 1933, which would have been disastrous to Lunenburg. Besides the frozen baiting fleet, there will be 10 or more vessels going on the Spring and Summer trips, so that the fleet this season will number as many as last. A number of vessels were sold, but several that were not fishing last year, have changed ownership, and are going to operate again this year. The vessels sailed direct to the Western Banks having taken frozen bait at Lunenburg.

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of precision grinding reduce wear. The fact that Hardened and Ground Gears wear less means longer life for the clutch. Palmer, for 38 years, has adapted each and every proven advancement in design and construction . . . to produce the BEST POSSIBLE MARINE ENGINE.



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SEND FOR DESCRIPTIVE LITERATURE



The Boston schooner "Joffre", after her arrival at Halifax on March 11, where she came for shelter. The vessel beside the "Joffre" is the Lockeport schooner "Kristiane M."

"Bluenose" May Go to Chicago

THE presence at the Chicago World's Fair of the schooner *Bluenose* will depend upon the action taken by the Dominion Government, according to W. H. Smith, who has just returned from Chicago where he has been making arrangements for the *Bluenose* to attend the Century of Progress Exposition to be held this year. The owners want the expenses of the *Bluenose*, as far as the head of Lake Michigan, to be paid by the Government, since the people of Lunenburg can hardly afford, in view of present business conditions, to finance the trip. Mr. Smith states that in view of the fact that the *Bluenose* will be the only Canadian exhibit at the Exposition, Canada would obtain a good deal of excellent publicity through the presence of the schooner.

Mr. Smith was in touch with Lieutenant Commander Creighton, Chairman of Concessions, and obtained the best berth possible for the *Bluenose* at the Exposition. The berth is at the foot of the main entrance, next to the Hollywood location. The *Bluenose* will be treated as a special exhibit and featured through the press and over the radio.

Towards the termination of the Exposition, providing it is possible, an exhibition race or series of races will be arranged. The races, which will not be for the International Championship, are to be arranged for by the three leading yacht clubs of the City of Chicago, and are to be sponsored by "Sport" Urbine J. Herrman, of Chicago, and others. Mr. Smith said he had been accorded a splendid reception in Chicago, and that a great deal of enthusiasm was shown whenever the name of the *Bluenose* was mentioned.

Montreal is very much interested in the prospect of seeing the Queen of the North Atlantic Fishing Fleet, and has promised to give her one of the most prominent berths on the waterfront.

At Quebec, where the *Bluenose* will receive her first official reception on entering the St. Lawrence, the Harbor Commissioners are to lend their assistance in giving the *Bluenose* a good reception.

Mr. Smith stated that in view of the fact that Nova Scotia will obtain a good deal of publicity for her tourist and fishing industries, through the presence of the *Bluenose* at Chicago, the Government of the Province should get behind the project and aid it in every way possible.

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Cape Breton Sales Plan

By Cecil Boyd

A PROPOSAL advanced some time ago by members of the fishermen's local at Little Bras d'Or calls for all fishermen entering the movement to sell their lobster catch weekly to a smack which will take the catch of the various locals to a canning factory at Little Bras d'Or where they will be packed and sold. Another vessel will make periodical visits to the various fishing communities collecting the larger fish, taking these to Petit de Grat where they will be placed in a pool and shipped dry pack to the American market. The co-operative executive does not propose selling all the product to the one buyer, but will market it wherever the largest price can be received.

The action of the local branch followed a report which was read to the meeting by Tom Young and J. W. Leudey, who were appointed by the New Waterford branch some time ago to visit Little Bras d'Or and study the proposal.

Want Modus Vivendi Privileges Extended

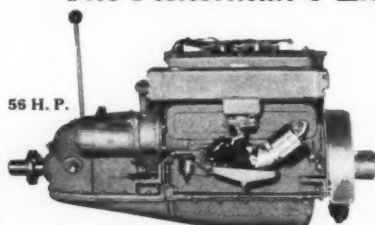
The restoration to American fishing vessels of the Modus Vivendi privileges of using Canadian Atlantic ports for the purchase of bait, ice, and any other necessary supplies, was received in Canso with favor, but up to date, not many of the New England fleet have got down this way. The present regulations provide for the use of these privileges only up to the end of May, which does not allow a long enough time for this port to reap much benefit from their use. However, at a recent meeting of the Canso Board of Trade, a resolution was passed commending the authorities for granting the resumption of the Modus Vivendi privileges, and pointing out that the granting of a longer period would be necessary to properly prove what the good results would be.

St. John Leases

By M. E. McNulty

MCCORMACK & ZATZMAN, of St. John paid \$900 less for a year's lease of lot 8, than at the 1932 sales of the fishing leases in St. John harbor weirs. The 1933 price is \$1,501. For \$871, or \$1,130 less than the 1932 price, McCormack & Zatzman secured lots 1, 2 and 7, all combined at the auction sale. All these lots are on the Navy Island shores. J. Fred (Bollard) Belyea, of West St. John (Carleton) is the lessee of a lot on Navy Island for \$15, and \$77 for three lots in Courtenay Bay. L. Clark, of West St. John, has five lots on the Carleton shore for \$2. William McCallum, of West St. John, has two lots on the Carleton shore for \$153, or \$49 cheaper than last year. John McDade, of West St. John, has a lot at \$61, the same as the 1932 figure. About the only worthwhile increase is on two Carleton shore lots leased by William Walters, of West St. John for \$124 whereas the 1932 price was only \$7. John Ward, of West St. John, is the lessee of a Carleton shore lot for \$97, this lot being available to Bollard Belyea last year for \$37 less. L. C. Harned, of West St. John, has the right to fish on the Carleton flats for \$100. Five Carleton shore lots were not allowed for fishing this year, by the local harbor commission who replaced the city council in charge of the fishing privileges three years ago. McCormack & Zatzman have had the choicest weiring privileges in St. John harbor for the past dozen years. Their base is at York Point, on the East side of the harbor. Missing in the leasing this year are the Silliphant, Lamoreaux, Nice, Christopher and McGinnis families identified with weiring for many years. The privileges are for the shore weirs only, there being no leases essential for the boat fishing.

"The Fisherman's Engine"



4 Cylinders:
22-48 H.P.
25-56 H.P.
6 Cylinders:
35-70 H.P.
40-81 H.P.
45-97 H.P.
49-101 H.P.
53-105 H.P.
60-111 H.P.
68-121 H.P.
All Models
furnished with
or without Red-
uction Gear.

BUDA "Hivelo" Series

Buda "Hivelo" engines are made strong and sturdy, and the facts speak for themselves. 3-inch crankshaft. 5 main bearings in four cylinder engines and 7 mains in the sixes. Chrome nickel iron cylinder block. Pressure lubrication to all main and camshaft bearings, to piston pins and reverse gear. Oil tight packing gland. Large double annular and end thrust ball bearings. Cast iron oil pan. Replaceable valve seats. Write for Bulletin No. 764.

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Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices: Bethlehem, Pa.

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BETHLEHEM



The Nickerson family of Chatham, Mass., all fishermen.



Henry Robbins, (center), and two of his men at the Cotuit, Mass., plant of the Seacoast Oyster Co.



Lobster boat owned by Harold C. Felch, of Hampton Beach, N. H. She was designed and built by Mr. Felch and George Locke. 25 ft. 8 in., x 7 ft. 8 in., x 3 ft. 1 in., and equipped with Hyde propeller.



Captain Parkinson on a Standard Oil Co. tanker at New Bedford, Mass.



Capt. Brainard Simmons, (right), and Cliff Robbins, at Southwest Harbor, Maine.



Coggeshall Bros., (first and third from left), and some of their crew of trap fishermen at Newport, R. I.



Boat owned by Frank Lean, of Nantasket, Mass., built by C. B. Tilden, No. Scituate, Mass., and powered with a 4-44 Gray Marine motor. Mr. Lean is Vice-President of the Massachusetts Lobstermen's Association.



Shell distributors at Gloucester. Capt. Frank Favaloro, Pres. Progressive Fish Co.; Capt. Leo Liguata, Treas. and Gen'l Mgr.; Capt. Favazza.

1825 { The name WHITLOCK has been associated with the manufacture of Quality Cordage } 1933
for more than a century.



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Ropeconomy
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**WATERFLEX
WHITLOCK
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The
Utmost in
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46 South Street
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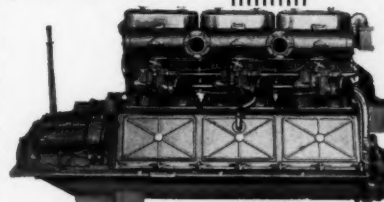


Have you considered a
MURRAY & TREGURTHA
FUEL OIL ENGINE
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NOT A DIESEL...

Starts and runs on fuel oil
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CONTROL and OPERATION the same as a gasoline engine. VIBRATION, SPACE REQUIRED and WEIGHT no greater than a gasoline engine. . . . COSTS less than a Diesel engine. . . .



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NORTH QUINCY, MASS.



MARINE HOUSEHOLD RANGES

Many new fishing vessels now under construction will be equipped with a sturdy Marine Household of recognized durability, because the owners insist on having "The Best Aboard". They never fail to please the cook.

Made in galvanized rustproof, porcelain enamel or regular black iron finishes. We build all sizes for every boat afloat. See your outfitter or write us for specifications and prices.

The WHITE-WARNER COMPANY

Foundry at Taunton, Mass.

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Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.

1932 TESTS

Once Again Prove

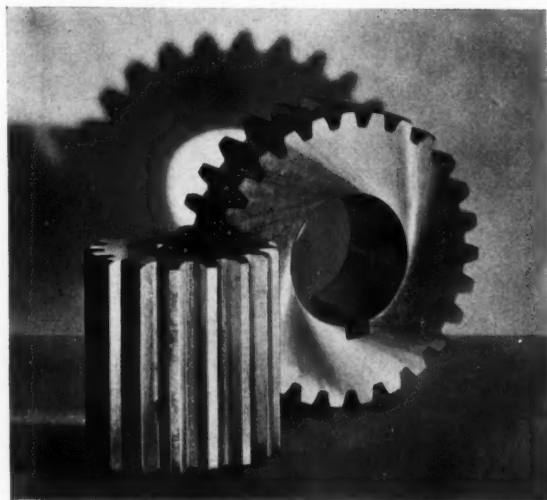
**PETTIT'S "JERSEY CITY"
COPPER PAINTS**

Are the Best

In line with our yearly practice we put down a set of test planks on May 30th, 1932. Each plank was double coated with a different brand of copper paint. These test planks were taken up and inspected on Sept. 10th. Pettit's "Jersey City" Copper Paint was in A1 condition and received a service rating of 100% for the fifth successive year.

**USE THE BEST
"JERSEY CITY" COPPER PAINT
AND
TOPSIDE PAINTS**

SINCE 1861
MADE BY
**PETTIT
PAINT
CO., INC.**
JERSEY CITY
N.J.



Photograph of a pair of Palmer Bros. gears. Note how bright they are. This brightness is not the product of retouching, but the actual gears give this appearance.

**Polished and Ground Gears
Make Clutches Quieter**

THE Palmer investigation leading to polished and ground gears was prompted by the fact that some clutches were noisier than others, irrespective of the fact that the parts came from the same source, were cut and finished on the same machines and were assembled with the same templates and jigs. To the casual observer all the parts seemed identical, and the reason why some gears were smoother than others caused considerable speculation.

Investigation showed, however, that the radical difference was due to tool marks. Two noisy clutches could be re-assembled with some interchange of gears and two quiet clutches produced with the same parts. On the other hand, reassembly of two quiet clutches would oftentimes produce one quiet, one noisy or two noisy clutches. A study of the subject seemed to prove that cut gears were not smooth enough to assure quiet contact.

Palmer Bros. arranged with Pratt & Whitney to furnish several sets of gears, precision ground, and highly polished. These were put into clutches, run, interchanged, and rerun, and in every case a quiet clutch was the result.

So successful were the experiments that Palmer Bros. have adopted polished and ground gears for all clutches in their high speed jobs, and are planning to gradually work into their entire line using this type of gear finish. Furthermore, grinding permits the use of extremely hard metal which not only takes a beautiful surface but lasts much longer in the clutch.

New Edison Bulletin

"EDISON Batteries for Fishing Craft" is the title of a new bulletin issued by the Edison Storage Battery Division, Thomas A. Edison, Inc., West Orange, New Jersey.

This attractive bulletin illustrates pictures of Edison-equipped fishing vessels on the Atlantic and Pacific coasts, and describes the advantages of the Edison Nickel-Iron-Alkaline Storage Battery, emphasizing its long life and consequent low cost. Sixteen advantages are stated for this battery which is "built like a watch", "rugged as a battleship".

The bulletin contains the following data: cell type; rating, ampere hour capacity, normal rate amperes; weight (lbs. per cell), standard, high type.

Cooper-Bessemer New England Branch

THE New England branch of The Cooper-Bessemer Corp., is now located in new quarters at 53 Duncan St., Gloucester, Mass., where the office and warehouse are combined. The telephone number for either the office or warehouse is Gloucester 2490.

This new location does not affect in any way the stock of parts carried at the Pier Machine Co., on the Boston Fish Pier, and at the Lunenburg Foundry, Lunenburg, Nova Scotia.

L. C. McEwen, district manager, assures us that the service and cooperation typical of Cooper-Bessemer will prevail as in the past.

Chester Marshall Joins Winton Sales Staff

THE Winton Engine Corporation of Cleveland, Ohio, announces that Chester T. Marshall has joined their sales staff. His headquarters will be at the Winton Branch in New York City, 10 East 40th Street. "Chester," as he is known to his host of friends in the yachting, commercial and fishing trades along the Atlantic seaboard, has been selling marine engines in the eastern district for more than twenty-five years. He enjoys a wide acquaintanceship in the field among users of all types of marine equipment, and has built up an exceptionally fine sales record.

The Linen Thread Co. Believes In "Buy American" Idea

THE Linen Thread Co., of Boston, Mass., is participating in the "Buy American" movement by distributing with mail and shipments "Buy American" slips which read as follows:

"Unless you buy and insist on getting goods made in U. S. A. by American working people, we shall all join the ranks of the unemployed. The demand for your goods is increased by adding to the earnings of the American working people. To restore and maintain employment and insure prosperity you must do your share by insisting on getting materials made in the U. S. A. by American labor."

Ten Years Ago in the Atlantic Fisherman

THE schooner *Columbia* was launched from the Story yards in Essex on April 17. She was 137 ft. overall; 25.4 ft. beam and 14.1 depth of hold. There was no one aboard the schooner when she was launched, in accordance with the desires of those in charge of the launching. George Roberts, who rigged the vessel, set up a record for the job, completing the work in less than four days, and she was ready for fishing on April 25.

The southern mackerel fleet began leaving early in April for the South, the seiner *Constellation*, Capt. Ambrose Fleet, being the first to sail, leaving on the 4th; the *Anna*, Capt. Elbert Sanchez, was the first netter. The fleet consisted of over 30 vessels.

JOE O'NEILL

Commission Dealer

For best results ship your fish to me. Specializing in lobsters, shad, scallops, halibut and swordfish. Commission 7%.

Highest Prices—Quick Returns
5 Administration Bldg. Fish Pier, Boston

SHERMAN B. RUTH

Complete Line of Fishermen's Supplies Including

WALL ROPE
HENDERSON & JOHNSON PAINTS
PFLUEGER HOOKS
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Complete stock carried on hand at all times
28 Hancock St. Gloucester, Mass.

HAULING CLUTCH

For Trawling Gear on the Small Boat



Small,
Light,
Compact!
3 Sizes

No. 1 up to 2000 lbs., No. 2 up to 4000 lbs., No. 3 up to 10,000 lbs. lift.
Can be stopped or started under load.

Write for particulars

KINNEY

MFG. CO.
3541 Washington St.
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**THE DANE
RADIO
COMPASS
AND
DIRECTION
FINDER**

is now recognized as a necessary aid to the navigation of fishing vessels.

It is a sturdy, compact and practical instrument. It is durable, economical to install and maintain, easy to operate, and will work from any electric current supply.

Radio bearings are obtained quickly, easily and accurately.

Complete information gladly furnished on request.

E. S. RITCHIE & SONS

Manufacturers of

THE RITCHIE FISHERMAN COMPASS
115 Cypress St., Brookline, Mass.

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When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

Anything from a Needle to an Anchor

Commonwealth Ship Supply Co., Inc.
VESSEL SUPPLIES

Distributors of

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TRENHOLM THE "ENGINE MAN"

THE BRIDGEPORT

For Medium and Heavy Duty Fishing Work

MODEL A FORD CONVERSION

\$240

THE MONMOUTH

Medium and Heavy Duty

MIDSHIPMAN II

20 H. P. to 34 H. P.

CONVERTED MARINE MOTORS

30-45 H.P. \$195 30-50 H.P. \$295 50-85 H.P. \$395

Factory Guarantee

For complete information on these marine engines write

J. L. TRENHOLM

265 Atlantic Ave.

Boston, Mass.

**Acute demand for Shipment of Canned, Dried
and Smoked Fish of all Descriptions**

West African Firm principally engaged in Fisheries
seek direct connections with Merchants and Exporters
of CANNED, DRIED and SMOKED FISH of all
descriptions.

Samples, offers and terms solicited

Cable: "COLONFISH"

Communications:

The COLONIAL FISHERIES, LIMITED

P. O. BOX 567, ACCRA

Gold Coast, British West Africa

**To Meet the Demand for
COMPETENT DIESEL ENGINEERS
enroll now in the
Diesel Correspondence Course**

The only Correspondence Course in existence.
Supervised by authorities in Diesel engineering.

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Apply now through:

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The Fishing Gear Mart

Use this page to buy or sell any kind of Fishing Equipment.
Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN,
Inc., Goffstown, N. H.

BARGAINS

Friendship sloops 28 to 45 feet—\$400 up. Fishing schooner
54 ft. x 15 ft., 9 ins. x 7 ft., Palmer powered, \$1,900. 40 ft.
by 8 ft., 8 ins. Cabin fish boat, Gray powered, \$900. 50 ft.
by 12 ft. Sardine smack, Lathrop powered, \$1,000. 33 ft. by
9 ft. 6 ins. work boat less engine—\$200, and many others.
Marine engines—reconditioned: 50 h.p. Knox 7 x 8, \$300.
21 h.p. Lathrop with starter, \$325. 25 h.p. Kermath, \$200,
and many others. Also reverse gears, propellers, etc. We
want more listings—what have you for sale? KNOX MARINE
EXCHANGE, CAMDEN, MAINE.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hilder-
garde*. One suit used only three weeks. I will sell any part
of them. The price is right. Frank F. Upson, 111 Hallock
Ave., New Haven, Conn.

FOR SALE

57 ft. long, 14-6 beam, quarters for 6 men. Full Ketch
Rig. Fine boat for swordfishing, netting or dragging. Ex-
tra heavy construction. Can be made ready for fishing in two
weeks. Price reasonable for quick sale. Casey Boat Build-
ing Co., Fairhaven, Mass.

FOR SALE

Small fishing schooner in good condition, priced to sell. See
or write Louis Kessler, Stonington, Conn.

FOR SALE

35 ft. sport fisherman, 100 H.P. engine. Priced reasonable
for quick sale. Charles P. Nowe, Boat Builder, Hough's
Neck, Quincy, Mass.

WANTED

Ship models and marine paintings. Communicate with F.
Widerstrom, c/o U. S. Bureau of Fisheries, Boston, Mass.

WANTED

Fishing boat with power for line trawling. Must be priced
reasonable. Write, ATLANTIC FISHERMAN, Box 302, Goffs-
town, N. H.

NEW GRAY BARGAINS

"Light Four", 10-24 h.p. 32 inches long, factory experimental
motor. Nicely broken in \$198
New "Four-41", 40 h.p. at 2,700 r.p.m. Excess stock, latest
specifications \$235
"Four-44", 18-46 h.p. heavy duty. Used as test engine 10
days by large builder who exchanged for Model "380", \$298
"Six-56", 16-55 h.p. Used to test propellers on 1933 hulls.
Same as new \$335
Orders received subject to final acceptance by wire or letter.
Many other bargains, both heavy duty and high speed styles,
in used, rebuilt, and experimental motors, 15 to 150 h.p., some
new. List of bargains free. Tell us about your boat and
ask for Bargain List No. FF.

GRAY MARINE MOTOR COMPANY

672 Canton Ave., Detroit, Michigan

To Ask For Increased Tariff

THE Southern New England Fishermen's Association at
its meeting on April 7th, voted to address President
Roosevelt, requesting him to exert his power in having
the tariff on fish increased.

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